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FOUNDED 1861
NO. 22,405

六拜禮 號二十月五英港香 SATURDAY, MAY 12, 1928.

日三廿月三 1928

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JAPANESE QUELL RESISTANCE.

NATIONALISTS GIVE UP FIGHT.

SHANTUNG REINFORCEMENT EXPENSES.

NANKING'S VERSION.

Since the news of heavy Japanese casualties suffered in the struggle for the walled city of Tsinanfu, it would seem that with this final blow at the Southerners, the Japanese have summarily ended fighting in the Tsinan region.

Japan, meanwhile, is continuing her policy of reinforcing her contingents in Shantung, and the Cabinet has decided to appropriate over 18,000,000 yen to cover the expenses of the despatch of new forces.

China, or at least the Nationalist Government, has put its version of the Tsinan outrages before the League of Nations, declaring that the Japanese fired upon their troops without provocation, sent an impossible ultimatum and then resumed fighting without awaiting a reply.

Nationalist Allegations.

Geneya, May 11.
The Note sent to the Secretary of the League of Nations by the Nanking Nationalist Government accuses the Japanese of firing on Chinese soldiers and killing Chinese civilians without provocation at Tsinanfu on May 3rd, and thereafter bombarding the residential quarter, killing and wounding over a thousand.

The Note further states that the Japanese cut off the nose of the local Commissioner of Foreign Affairs and shot him, with three subordinates.

A further accusation is that the Japanese sent an impossible ultimatum and then resumed the fighting without waiting for a reply.

The Note claims that the Chinese authorities throughout acted with great moderation, and it begs the League to call on Japan immediately to end the warfare and withdraw her troops. The Note also asks for an international enquiry and arbitration.—*Reuter.*

Tokyo Votes for Military Expenses.

Tokyo, May 12.
The Cabinet has decided to appropriate 5,390,000 Yen from the Reserve Fund and also to disburse 13,310,000 Yen on Government responsibility as expenses to cover the latest despatches of troops to Shantung.—*Reuter.*

Railway Control.

Regarding the dispatch of the second Expeditionary Force, comprising the Third (Nagoya) Division, the local Japanese Consul-General states that a Foreign Office dispatch which he has just received from Tokyo, advises that these additional men are required for the protection of the Tsingtao-Tsinan Railway.

Communication along this line is being threatened by constant intrusions by Chinese soldiers, necessitating incessant sorties by the Japanese all along the belt of the railway.

No Canton Evacuation.

With regard to the report that the Japanese are evacuating Canton, the Consul-General in Hongkong has informed a *Telegraph* representative that this is untrue. He stated that it was possible that some residents living near the native city may, on their own initiative, have moved to Shumen or come down to Hongkong, but no official instructions had been issued to the community.

The Consul-General added that there was no necessity to issue evacuation instructions, as the situation in Canton remained quite tranquil. He further stated that he had every confidence in the desire and ability of the present regime in Canton to maintain order and protect the lives and property of foreign residents.

Ichang, May 11.

The city is quiet with the anti-Japanese boycott in force. As a precaution against disturbances, the Japanese residents have evacuated to the N.K.K. Building.—*Naval Wireless.*

(Continued on Page 18.)

RECENT BIG ARMS HAUL.

VALUED PLACED AT OVER \$33,000.

OF FRENCH ORIGIN.

Regarding the exceptionally large haul of automatics and ammunition made on a sampan in the harbour of Aberdeen on Thursday, a rough estimate, based on the high prices which such arms obtain in this part of the world, places the value at over \$30,000.

The contraband, comprising nearly 100 automatics, about an equal number of spare magazines, and about 50,000 rounds of ammunition, was captured on a sampan which, at the time when the seizure was made, was moving aimlessly about in the middle of the harbour.

Police officials are of the opinion that the arms, which were of French origin, were being moved from one point to another, possibly for eventual shipment to some isolated point in Chinese waters.

In this connexion, a woman who was stated to be in charge of the boat, was arrested, and two other women were afterwards arrested in Aberdeen village on information supplied by her.

All the three women were charged before Mr. R. E. Lindsell this morning, and were remanded until Wednesday at the request of Sergeant Hopkins, of Aberdeen Police Station.

BANK MANAGER'S BIG ESTATE.

LATE MR. J. W. ROSS-TAYLOR OF HONGKONG.

Mr. J. W. Ross-Taylor, bank manager, formerly of Hongkong, late of 10, Hereford Mansions, Baginbun, Middlesex, who died on December 14, 1926, at Moorcroft House, Billington, Middlesex, left Hongkong estate to the value of \$57,100, and estate in England amounting to £10,623 0s. 6d.

Re-selling of letters of administration have been granted to Mr. M. H. Turner, of Messrs. Deacons, who is the attorney of the daughter, Miss K. M. Veré Ross-Taylor, residing at 10, Hereford Mansions. Mr. Ross-Taylor died intestate and his daughter is the only person entitled to the estate.

MORE ARMS SEIZURES.

FOUR ARRESTS MADE YESTERDAY.

As the result of a raid carried out by a party of police officers under the direction of Detective Inspector Fallon, at 517, Shanghai Street, Yaumatei, yesterday, two revolvers and a large quantity of ammunition were seized, while the arrest was effected of three Chinese men who were found on the premises.

A man who gave his name as Wong Tze-tak and his occupation as a farmer, living at 14, Wing Lok Street, was last night arrested by the police in possession of an automatic pistol and 200 rounds of ammunition.

U.S. PRESIDENTIAL CAMPAIGN.

WITHDRAWAL OF SENATOR WALSH.

Washington, May 4.
Senator Walsh, of Montana, withdrew to-day as a candidate for the Democratic presidential nomination.

Writing to one of his chief supporters, Mr. W. W. McDowell, of Montana, the senator said that the result of the California "quite clearly indicated that the Democrats desire Governor Smith for their candidate."

THE DAVIS CUP.

IRELAND DEFEATED BY HOLLAND.

Dublin, May 11.
Holland eliminated Ireland from the Davis Cup Competition, winning the first three of five matches. The winners now meet Hungary in the second round.—*Reuter.*

HAGEN WINS OPEN GOLF TITLE.

CHAMPIONSHIP ENDS SENSATIONALLY.

COMPSTON BRILLIANT BUT ERRATIC.

A SUPERB VICTORY.

London, May 11.

In one of the most sensational finishes in the annals of the game, Walter Hagen (U. S. A.) won the British Open Golf Championship at Sandwich to-day, with a score of 292. He played superbly throughout, making brilliant recoveries when he encountered difficulties, and returned a card of 72 over both morning and afternoon rounds.

The competition ended in a blaze of excitement, but Gene Sarazen (U. S. A.) and Archie Compston, the Britisher, despite desperate efforts were unable to deprive Hagen of the "hat-trick" of open Championships. In the three times Hagen has completed for the British title, he has proved successful, a most remarkable record.

Relentless Steadiness.

Hagen was a worthy champion. He mowed down Jurado's lead by relentless steadiness in the morning, snatching the lead when the Argentinean returned a card of 76. At the end of the third round Hagen's aggregate was 220 as against Jurado's 221, Sarazen's 221, and Compston's 222. Any of the four might have carried off the honours, but Hagen retained the leadership, by excellent golf, brilliant at times and always steady. He maintained a high standard in spite of the strain of the moment.

Brilliant Recovery.

In the afternoon, at the crucial point, he went out in 36 and stood in no danger of a dangerous score until the fifteenth hole, where he found a bad bunker. Hagen showed his mettle by a brilliant recovery, with a shot to within four yards of the pin. He holed out in four.

At the seventeenth, he hid an iron shot within a yard of the pin, but missed a three, and he completed the round with a four at the eighteenth.

Compston's Effort.

Archie Compston, in whom all British hopes were placed, went out in the knowledge that he needed 70 to win. Playing finely, he went out in 36. He met with trouble after the turn and at the end of the fifteenth his aggregate was 62. A brilliant 2 at the sixteenth raised hopes, but he needed two 3's to tie, a task almost impossible. He took a four and a five.

Sarazen, too, came along with a capital score, but he needed three on the last two holes to tie, and took two fours, snatching second place from Compston.

Prince of Wales' Hope.

When all was over, the Prince of Wales, who had been playing on the Prince's Course, and had stopped to join Hagen's gallery, presented the cup to Walter Hagen. In a brief speech, the Prince said that he hoped the Americans would keep coming over to give Britain a chance of "putting it over."

The winner, Hagen replied "I don't want to bore you, but I am going to keep coming over."

Interviewed by *Reuter*, Hagen said that his trouncing by Archie Compston had done him a lot of good.

"I came straight to Sandwich and worked until I knew every blade of grass on the course." Compston was disappointed, but said that he felt consoled by the fact that he is going to America in June to attempt to win their Championship.

Jurado's Adventures.

During the third round, all eyes were on Jurado, whose fine play had given him a lead of three strokes at the end of the second.

Early on he experienced difficulty with his putting, but he played steadily out in 37. Jurado had a narrow escape from trouble at the thirteenth hole. He pulled his second very badly and the ball went nearly over the boundary into the adjoining Prince's Course, finishing within a few inches of the fence, tucked up in the grass.

(Continued on Page 18.)

FROM LONDON TO JAVA.

MR. AMERY HAS A TALK WITH MR. ORMSBY-GORE.

TELEPHONE SUCCESS.

London, May 11.

One of the longest calls in the history of telephony was made yesterday morning, when Mr. L. M. S. Amery, the Secretary of State for the Colonies, spoke from his room in the House of Commons with Mr. W. G. A. Ormsby-Gore, the Under Secretary, in Java.

The call was sent by wireless to Holland, where it was picked up and carried by an ordinary line to London.

Lady Ormsby-Gore, who was with Mr. Amery, also spoke to her husband, and said his voice was as clear as a local call in London.—*Reuter.*

PREDICTING COTTON PRICES.

U.S. OFFICIALS MUST NOT DO SO.

Washington, May 11.

One result of the efforts of the Senate Committee now investigating cotton trading, with a view to remedying alleged unsound practices, has been the passage of a Bill by the Senate fixing a penalty of \$15,000, or five years' imprisonment, in cases where Government officers publish, or authorise for publication, predictions of cotton prices.

The Bill has been sent to the House of Representatives.—*Reuter's American Service.*

"ITALIA" STARTS BUT RETURNS.

THICK FOG HINDERS POLAR FLIGHT.

Oslo, May 11.

The airship Italia, which reached Spitzbergen on Monday, has departed for the North Pole.

Later.
The Italia has returned to King's Bay, Spitzbergen, having merely made a reconnaissance flight.

A further message says the Italia returned owing to thick fog over the icefield making it useless to continue the flight.—*Reuter.*

PEST OF LOCUSTS.

AIR FORCE TRIES TO DISPERSE.

Basra, May 11.

The Air Force base at Koweit, originally established to defend the city against Wahabi raiders, has just been engaging a new enemy in the shape of clouds of locusts.

Aeroplanes were sent up to try and scatter them, but some of the machines were forced down owing to the locusts blocking up the radiators, etc.

Locusts have also invaded South Iraq, but the damage to the young date crop does not exceed six per cent.—*Reuter.*

DONETZ MINES AFFAIR.

CHARGES OF CONSPIRACY.

Berlin, May 11.

A message from Moscow states that twenty-eight of those arrested in the Donetz mines affair, including the entire staff of the Kokso Benzol Trust, are accused of conspiring with counter-revolutionary Ukrainians to destroy chemical enterprises in Ukraine.—*Reuter.*

Berlin, May 11.

Siemens-Werke and other firms have issued a statement denying that they or their affiliated concerns have bribed Russian officials or employees, or plotted to put out of action any machinery.—*Reuter.*

COUNTY CRICKET SENSATIONS.

BRILLIANT BATTING UNIVERSAL.

COLOSSAL SCORING AT THE OVAL AND WORCESTER.

HEARNE'S DOUBLE.

Beautifully fine weather at Home made possible some sensational high scoring, both individual and collective, during the past three days. Few matches reached a definite conclusion, Lancashire with a ten wickets victory over Glamorgan being the only side to gain full County Championship points.

Leyland (Yorkshire) hit the highest score of the season so far, but Hearne (Middlesex) and Hammond (Gloucester) both with not out double centuries, ran him very close.

In the match between Surrey and Gloucester, no fewer than 1258 runs were scored, while only 26 wickets fell, while 1168 runs were scored for 19 wickets, in the Yorkshire-Worcester match.

There were 22 centuries, the principal individual performances being as follows:

Batting.

Leyland (Yorkshire)	247
Hearne (Middlesex)	223*
and	97*
Hammond (Gloucester)	205*
M. Turnbull (Cambridge)	109
Barling (Surrey)	168
Hendren (Middlesex)	167
Hardings (Kent)	162
G. Gazelet (Kent)	147
Russell (Essex)	140
N. H. V. Riches (Glam.)	140
B. Lyon (Gloucester)	131
W. Constantine (West Indies)	130
Garland Wells (Oxford)	128
Hobbs (Surrey)	124
R. A. Ingle (Somerset)	117
and	109*
L. G. Crawley (Oxford)	112
F. J. Seabrook (Cambridge)	108
Watson (Lancs.)	104
Hallows (Lancs.)	101
H. L. Higgins (Worcester)	101
Rhodes (Yorkshire)	100*
Woolley (Kent)	100
Not Out.	

Bowling.

Macdonald (Lancs.) 6 for 38

HOBBS AND HAMMOND.

Gloucester Player's Brilliant Double Century.

London, May 11.

Both Hobbs and Hammond, England's two outstanding batsmen of recent years, distinguished themselves in the match between Surrey and Gloucester, at the Oval. Heavy scoring on both sides prevented the match from reaching a definite decision and it had to be left drawn, with Gloucester gaining first innings points.

Only one innings each was completed, although Surrey went in a second time and scored 304 for six wickets when stumps were drawn.

The full scores were:
Surrey: 418 and 304 (for 6 wickets) Gloucester: 544.

Barling was partly responsible for the hosts' huge total in the first innings, scoring 168 before losing his wicket. Of the 304 runs compiled in their second innings, Hobbs knocked up 124.

Hammond, Gloucester's star batsman, severely punished the opposition bowling and was unbeatable. He gave a sparkling display typical of his form. He scored in brilliant style and had made 205 runs (not out) when the last wicket fell. B. Lyon also ran into three figures his contribution being 131 runs.

MORE HEAVY SCORING.

Yorkshire Compile 560 for Six Wickets.

Notwithstanding the fact that Worcestershire in their match with Yorkshire at Worcester, knocked up 402 runs in their first attempt the visitors were able to take first innings points in an uncompleted match.

Leyland made the highest score of the season so far, beating Hammond's effort by 42 runs; Rhodes also reached his century, while Higgins of Worcestershire was among those scoring three figures.

Scores:

Worcestershire: 402 and 203 (for 3 wickets).

Yorkshire: 560 (for 6 wickets declared).

(Continued on page 19.)

Bulls and Innings

From the Office Butts.

The trouble with lots of golfers is that they don't tell the hole truth.

A New York musician has composed "A Song to the Sky-scraper." Sounds like a Hymn of Heigh.

The O.B.I. this week goes to the *Daily Press* and the *China Mail* for having made Prince Carol of Rumania one of D'Oley's passengers on his flight from Paris to Tokyo.

In the case of the *China Mail* a bar is added to the decoration for the additional information that D'Oley took off from the south of England for his flight.

A lecturer on political economy recently committed this Bull:—"Don't put all your needles in one haystack."

"Two-Sixer Runs Into Trap," says a Home newspaper headline. Mouse or police?

A Chinese in Court stated that he didn't know he had been robbed. Some shareholders are like that.

It is understood that the warden on duty Franks the departure of all gaol-breakers.

In the scramble for the Kowloon ferries nowadays, you often get that crushing feeling.

A fashion writer says most women acquire pulse at the age of forty. Avoid dupes?

Lots of these girls with shapely legs proclaim the fact from the hose-tops.

Miss Spooner beat four men in an air race. Did a female spooner ever do otherwise?

The illegitimate larvae in the Anopheles Maternity Home on the cliffs on the south-west side of Taiipo Station are gradually becoming asphyxiated by the huge volumes of black smoke emitted by the locomotives. Otherwise, crime in the district is normal.

The march of the Hongkong Volunteers is "The Leather Bottle." What's the use of leather, anyway?

Spearmint won the Hankow Handicap at Shanghai. We don't often chew a winner like that.

Referring to the Royal Oak affair, the Post has a headline:—"The Naval Code." Apparently the Keyes have been Collard.

A motorist pleaded that he had a dinner appointment and, in evening dress, was without his licence. Well, there's often plenty of licence at local dinners.

We are surprised that nobody has referred to the theft of an electric fan from the Supreme Court as cool check.

The crated bananas containing opium were fruitful to the Revenue Department.

It is significant that the contestants in the American "Bunion Derby" are avoiding the Corn Belt.

The worst thing about these "probes" in America is that they're always liable to strike oil.

The whole world has its eyes on China, and part of it has its hands as well.

Lots of these self-made men show the effects of amateur workmanship.

The question seems to be not what, but when, China is coming to.

"Henry Ford slipped quietly out of London," says a Manila telegram. Couldn't have motored, their faces?

Reference the "Flapper Vote," we agree that a woman's liberty doesn't consist of having a latchkey without a house.

The money-lender's favourite song: "Oh Promise Me."

In England, a candidate stands for office, but in the U.S. he either runs for or falls for it.

We suppose most girls carry lipsticks because they have to draw the line somewhere.

A London specialist has stated that on account of frequent hair-cutting, women of the future will share baldness with men. That of London, says a Manila telegram, couldn't have motored, their faces?



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BRITISH LEGION.

CHAIRMAN'S APPEAL FOR MORE MEMBERS.

The meagre support given by individuals in Hongkong to the local branch of the British Legion was commented upon by the Chairman (Mr. A. Murdoch) and members at the annual meeting held in Messrs. Jardine, Matheson & Co.'s board room yesterday evening. It was stated that but for donations from associations and Clubs the relief work performed during the year could not have been possible. There was a great need for the enrolment of new members and it was hoped that persons who were eligible would support the Legion.

In his opening remarks the chairman commented upon the constant dwindling of members and, as a consequence, subscriptions. It would be seen from the accounts, remarked Mr. Murdoch, that the amount expended on relief work was six times that of subscriptions.

It was mentioned that for the first time this year the Poppies for Armistice Day would be ordered from home instead of manufactured locally. The parent body at home preferred this arrangement as it afforded work for the ex-Servicemen in the factories.

The Chairman intimated that arrangements could be made for the purchase of wreaths for anybody who wished to have them made for the graves in Europe.

Valued Donations.

A donation of £20 remitted to the parent body through the local branch by Miss Daisy O'Keefe was acknowledged by the Chairman. This was the proceeds of a display given by Miss O'Keefe since the accounts had been made up.

In conclusion the Chairman said that without the donations from the Hongkong Boxing Association (\$100), the Hongkong Jockey Club (\$500) and Sir Paul Chater's Fund (\$1,471.27), the Legion would not have been able to carry out the relief work that was done during the year.

The adoption of the statement of accounts were seconded and carried unanimously.

Mr. G. K. Hall Brutton eulogised the services of Mr. Percy, the Secretary, on Poppy day last year. Mr. J. A. Gordon Leask was in hospital at the time and Mr. Percy had carried on in his absence. It was also mentioned that the thanks of the Legion were due to Mr. Percy for the revival of interest in the League's activities in Hongkong.

A member referred to the remarks made by the Chairman and said that there were possibly many people in the Colony who were not aware of the existence of a local branch of the British Legion. What was wanted was more publicity.

It was also stated that emphasis should be laid on the fact that ladies were also eligible to become members.

The Chairman pointed out that the Legion had little opportunities of coming before the public eye. Except for the relief work, the annual Poppy Day and the annual meeting the Legion was not heard of. It was not like a club with social functions.

Col. Hayley Bell appealed to the members to support the forthcoming Armistice Day observations, especially as they had such an excellent turn out last year.

The following officers were elected to serve during the ensuing year.—President, Mr. G. K. Hall Brutton; Chairman, Mr. A. Murdoch; Secretary, Mr. A. Percy; Treasurer, Mr. W. Brackenridge; General Committee, Col. Hayley Bell, Lieut. Col. T. A. Robertson; Rev. G. T. Waldegrave; Mrs. Bond, Lieut. Col. L. G. Bird, Messrs. G. W. Sewell, H. W. Moon, and L.C.F. Bellamy; Auditor, Mr. A. Ritchie. The meeting closed with a vote of thanks to the chairman.

IS IT MURDER?

GRUESOME FIND IN JAPANESE SCHOOL.

A gruesome find, in the shape of the body of a Chinese woman in an advanced stage of decomposition, was made by the police yesterday in a spare room in the servants' quarters of the Japanese Primary School at No. 7 Kennedy Road.

The discovery was the outcome of a report made to the police by the authorities of the Japanese Primary School to the effect that an over-powering smell was emanating from the room.

Suspecting that the room might contain the body of some dead person, the teachers at the school communicated with the police yesterday, as a result of which Inspector Lane and a party of other detectives proceeded to Kennedy Road shortly after 8 p.m. and on opening the room, came upon the body, which was in such an advanced stage of decomposition that it was beyond identification.

The dead body is believed to be that of an amah, who was missing from the school some ten days ago. No report was made at the time to the police about her disappearance. The principal of the school, for whom the missing amah worked, had the woman in her employ for seven years and she felt that for some reason or other the amah must have taken leave. She had no reason to suspect foul play.

Locked from Outside.

The peculiar feature of the gruesome discovery was that the door of the spare room was securely locked on the outside. From an authoritative source it was learned late last night that the affair indicated the work of a murderer, who, probably for the purpose of committing a robbery, murdered the woman and then coolly made his exit from the servants' quarters, locking the door behind him as he made his way out.

Exactly how the woman met her death is not established at the moment owing to the state of the body, but in all probability she must have been the victim of strangling or stabbing as it is learned that no report of the discharge of any firearms was heard by any person in the school. The murderer or robber must have concentrated his attention on the spare room and having ascertained the presence perhaps of valuables in that part of the house obtained them at all cost and made himself scarce.

A post mortem examination on the decomposed body will be made to-day when it is hoped that the cause of death will be revealed. Meanwhile the police authorities are busy questioning the many inmates of the school and are working upon all available clues that they can lay their hands on. Until the cause of death is established, however, it would seem that they have little on which to proceed.

THE "WHITE PIGEON."

CASE AGAINST MOTHER AND GO-BETWEENS FAULTS.

Without calling upon the defence to give evidence, Mr. W. Schofield at the Kowloon Magistrate's Court yesterday discharged the three women who were charged with attempting to defraud a Chinese of No. 345, Nathan Road, by "flying the white pigeon."

His Worship found that there was no evidence against the three defendants, who, it was alleged by the prosecution, after selling the complainant a small girl, caused her to run away and return to her own home. The girl could not be found and the suspicious behaviour of the mother led to her arrest together with the two go-betweens.

His Worship, however, decided that there was insufficient evidence to convict and the defendants were discharged.

VOLUNTEER CONCERT.

PRESENTATION OF THE YEAR'S PRIZES.

There was a full gathering of the Hongkong Volunteer Defence Corps at Headquarters last evening, on the occasion of the Annual Smoking Concert at which the prizes for the various Corps Competitions were presented by H. E. Major General C. C. Luard, C.B., C.M.G.

The attendance numbered more than 100, among those present being Major General C. C. Luard, C.B., C.M.G., General Officer Commanding, Colonel Skinner, C.E., Colonel Christian, C.R.A., Colonel Gunn, R.G.A., Lieut. Col. Boyd, Commanding the Queen's Regiment, Lieut. Col. L. G. Bird, Commandant of the H.K.V.D.C., Major Warner, Commanding the Scots Guards, Major Hanna, G.S.O., Major Whitman Allen, D.A. Q.M.G., Major Dowbiggin, Major Wolfe-Murray, D.S.O., M.C., Captain Sir Eric Stuart Taylor, Bart., Captain Whyte, R.E., Capt. McLaren, Officers of the various regiments in the Colony and of the Corps.

The first part of the concert was held, the items being "The Leather Bottle" (the Corps song) by Mr. J. W. Blackley, "The Hills of Donegal" by Mr. A. E. Stone, a Musical Interlude by Mr. R. Sutherland, and the Sentinel Song from "Iolanthe" by Mr. D. M. Richards.

Lieut.-Colonel Bird, addressing the assembly congratulated the Corps on the good attendance throughout the training season, but he pointed out that there were still a number of young men who had not joined up. The motor equipment of the Corps was improving and there were four motor cycles being fitted up for machine gun equipment and men were needed to man them. The attendances at the camp rifle meeting were a record, but he would like to call attention to the great assistance which had been rendered by the H.Q. Staff and officers of the Garrison. Without their assistance, the Corps would have been badly off and particularly so without the assistance of the K.O.S.B. band at ceremonial parades. He thanked all subscribers to the prize fund and also the spade workers who had done a great deal of work in connexion with the rifle meeting and the smoking concert, namely Private Frith and Sergt. Major Westlake.

Maj.-Gen. Luard's Speech.

Major General Luard, prior to presenting the prizes, said that he felt compelled to make certain remarks. He congratulated the winners of the Efficiency Cup and noticed with gratification that in the various competitions, every unit was represented and honours were evenly divided. Private Ribeiro was to be complimented on his shooting, while L. S. Goodman, with a record of 128 of a possible 141, 11 more than last year, was an outstanding member of the rifle shooting team.

The G.O.C. also noted that there were more teams competing and there had been a large attendance at drills, larger entries for the various events and in one case, a cutting down of competitors owing to falling light on the range.

The Infantry were also due for a meed of praise on the result of the Machine Gun Competition. After only nine months training the result was exceptionally good. Further congratulations were extended to the Adjutant of the Corps, Major Wolfe Murray, on his success in the Corps Revolver Competition, but the G. O. C. expressed the hope that it had not cost the winner too much money.

Referring to the Revolver Competition, General Luard expressed regret that he had to hand the prize to the Navy. He thought that the result was possibly due to the fact that the Senior service was better paid.

Other references were made to the fact that this was the first occasion that prizes had not been handed to Sergt. Major Westlake,

EXTRADITION CASE.

FUGITIVE COMMITTED TO VICTORIA GAOL.

The extradition proceedings at the Central Magistracy against Chan Kwok-cho alias Wong Him, came to an end in Mr. R. E. Lindell's court yesterday when the defendant was committed to the Victoria Gaol pending the pleasure of His Excellency the Governor. The fugitive was told by the Magistrate that he would not be surrendered within fifteen days, during which time, if he so desired, he was at liberty to appeal to the Supreme Court.

Two further witnesses were called by counsel for the defence, one of whom stated that the fugitive was living in his (witness') shop in Kongmoon at the time of the alleged shooting in Namhoi. At the conclusion of the evidence Mr. Hin-shing Lo, in a lengthy address to the bench, requested his Worship to draw a distinction in his power of committing in a criminal case as compared to an extradition case. Mr. Lo citing lengthily from various law authorities, pointed out that his Worship had very much wider discretionary power in an extradition case.

Mr. Lo said the moment his Excellency the Governor sent the defendant to Canton the fact that the defendant was committed here would be taken as conclusive evidence of his guilt. He went on to ask his Worship to see that the fugitive's common law right was not violated by false testimony.

As regards the direct conflict of evidence, Mr. Hin-shing Lo said he could vouch for the story of the witness whom he called. He reminded Mr. Lindell that when Lord Justice Darling was faced with a similar situation he got over the difficulty by telling the jury that their reconciliation of the conflict of evidence depended upon their appreciation of the witnesses.

Before sitting down, Mr. Lo said that he was specially requested to say that the case was "A drama of very dark villainy which might only be relieved by the light of English Justice."

After his Worship had committed the fugitive, the man tried out that it was "unjust to return him to Canton" whereupon Mr. Lindell told the man to be silent and at the same time reminded him that he was not asked to make any comments.

For which he the speaker, was sorry, but it should be recognised that nobody could continue to win prizes for ever.

In conclusion the General wished the Corps the best of "luck and stated that he was glad to have had the opportunity of being present on the occasion of the prize giving.

The toasting of the various prize winners among their own groups was a protracted proceeding and it was some time before the musical programme could be completed. Mr. M. D. Scott rendered "Con-ling" in excellent manner and Mr. W. Johnston's parody of "Ma Ain Wee House" met with great applause. Mr. H. Glover contributed "Come to the Fair" and the ever popular shanty "What shall we do with a drunken sailor?"—which brought forth enthusiastic cheering from the audience.

Mr. J. W. Blackley obliged again with "The Road to the Isles," and the programme terminated with "A Wee Deoch and Doris" by Mr. W. Johnston, and the National Anthem.

The accompanists throughout were Messrs. E. J. Edwards and H. V. Parker.

The thanks of the Corps are due to the following who very kindly contributed to the Prize Fund:

Hon. Mr. D. G. M. Bernard, Lieut.-Colonel L. G. Bird, D.S.O., R. M. Dyer, Esq., K. E. Greig, Esq., R. M. Dyer, Esq., K. E. Greig, Esq., Henry Humphreys, Esq., Hon. Mr. A. C. Hynes, C. Gordon Mackie, Esq., Hon. Mr. W. E. L. Shenton, W. E. Smith, Esq., J. H. Taggart, Esq.

What Price Existence This Morning?

Your answer to this will largely depend upon the state of your liver. If life does not seem worth while try Pinkettes. They most likely are all that is needed to restore radiance to your outlook, for they gently stimulate the liver, accelerate digestion, restore daily regularity, thus clearing the system of the causes of sick headaches, biliousness, ill-temper and gloom. Your chemist sells them, or post free at 60 cents per vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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FOX TROTS
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BLUES
BALLADS
CLASSICS

Etc., Etc.

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your selection

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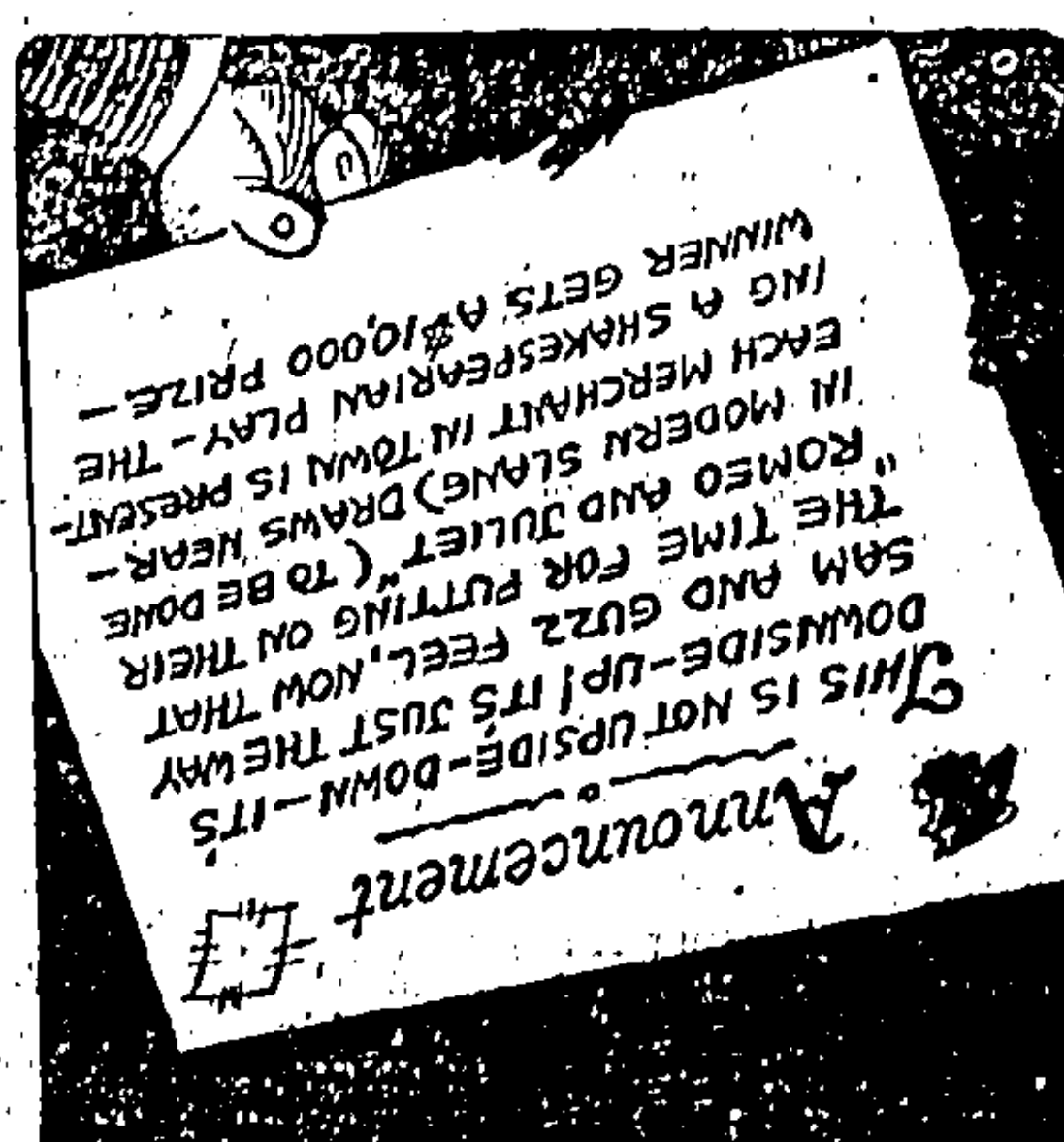
Heat or
cold —

they need
"SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



SALESMAN \$AM



You Said It, Sam



By Small

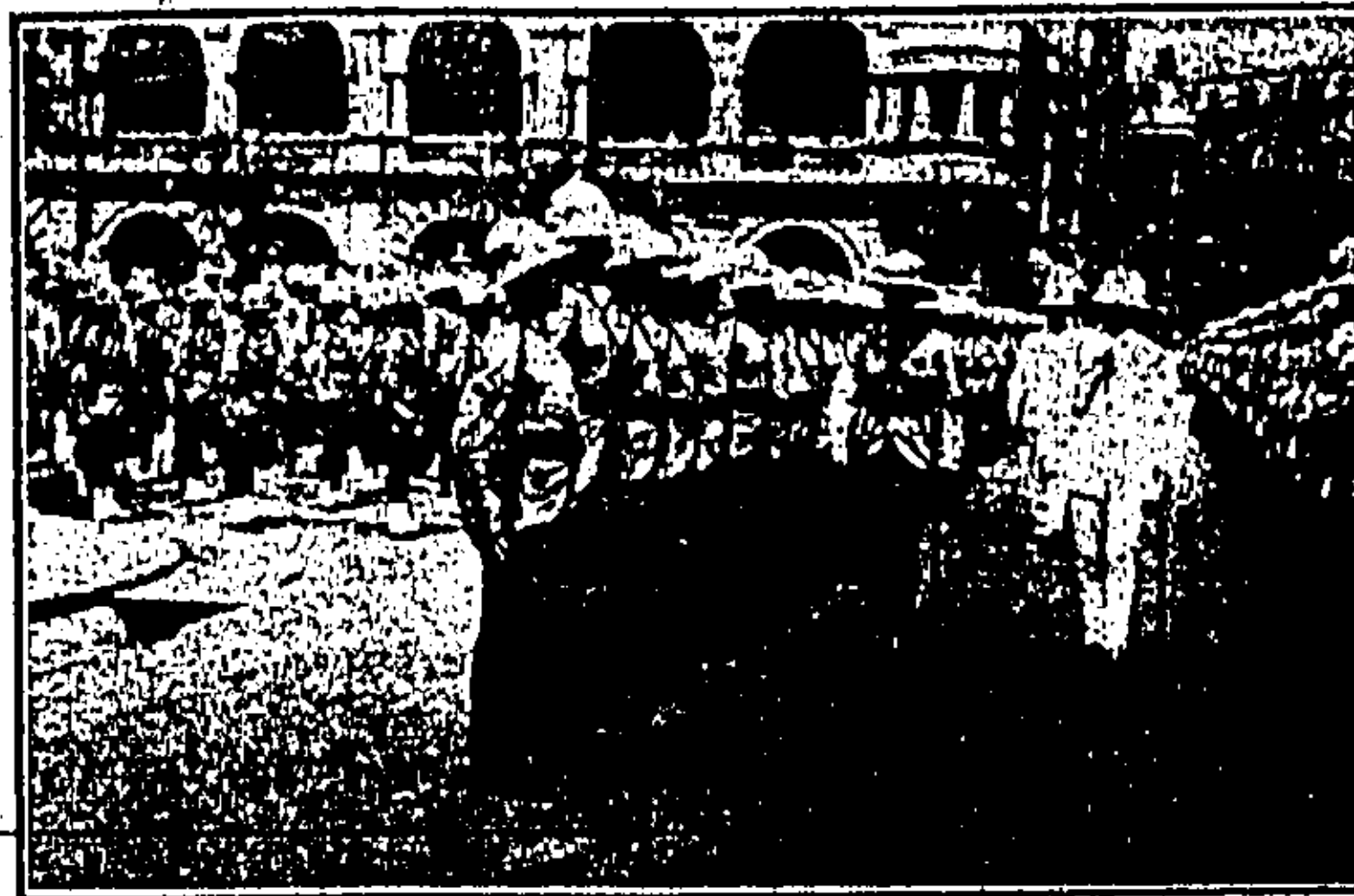




Taken during the final of the Colony's Open Doubles Championship, won once again by H. D. and S. A. Rumjahn. On the left Dr. R. E. Tottenham is seen taking a high ball, with Mr. H. R. B. Hancock in the background; centre, the players; right, the Rumjahns in play. (Photos: Meo Cheung).



Participants in the recent American Challenge Cup Tennis Tournament at Shamoon. The cross marks Mr. Lam Man-koi, the Mayor of Canton, who presented the prizes.



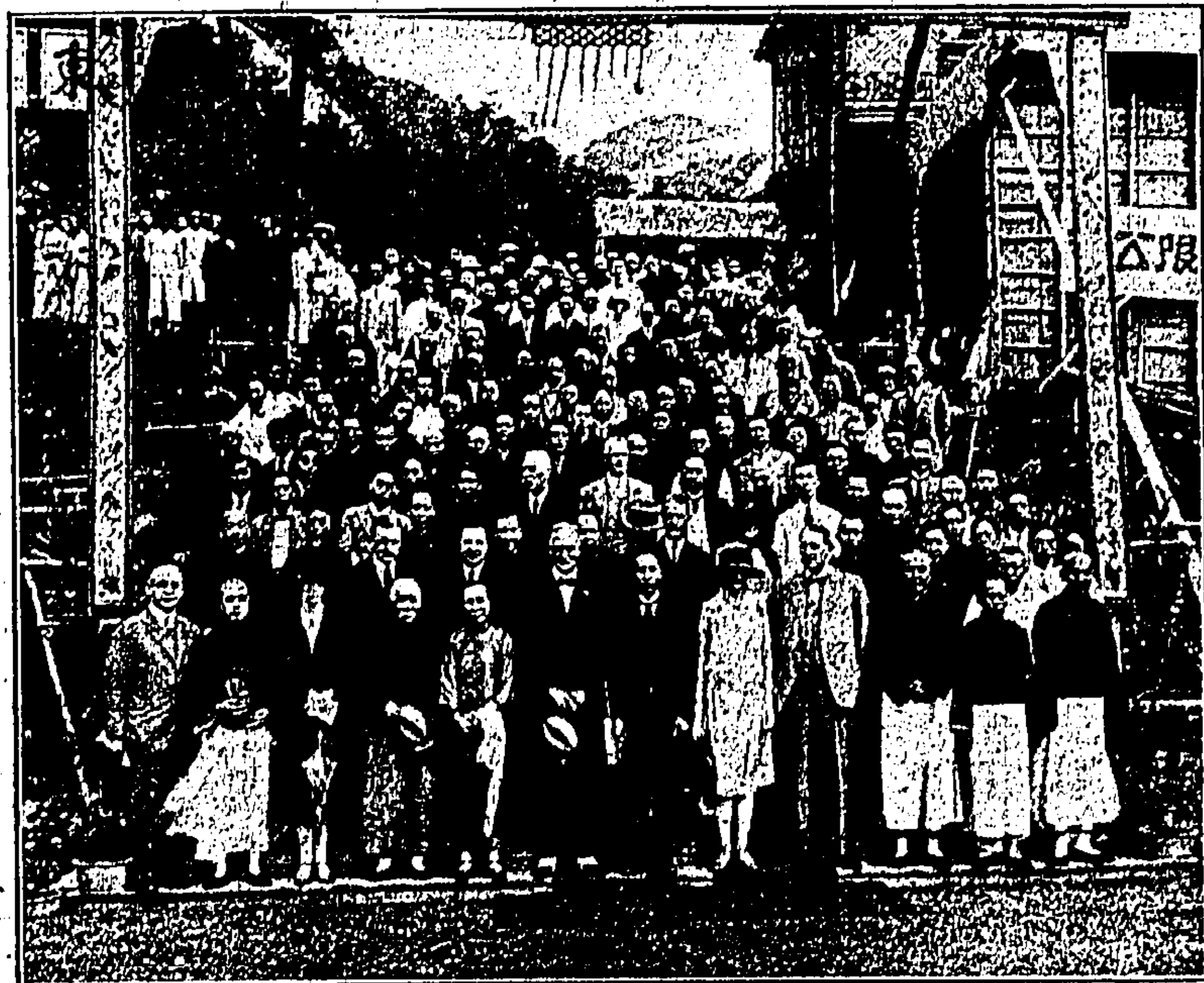
H. E. the Governor inspecting the Guard of Honour prior to embarking on Wednesday. (Photo: Ming Yuen).



H. E. the Governor seen addressing the officers and men of the H. K. V. D. C. after the presentation of the new Colours on Sunday last. (Photo: Ming Yuen).



Interesting pictures taken at the unveiling ceremony of the Chinese War Memorial at the Botanical Gardens. On the left, H. E. the Governor is seen inspecting Chinese sappers; in the centre, H. E. addressing the gathering before the ceremony, and on the right, a group of Council Members and ladies. (Photos: Meo Cheung).



Group taken at the stone-laying ceremony of the Tung Wah Eastern Hospital last Friday. His Excellency and Lady Clementi are seen in the front row. (Photo: A. Fong).



Mr. A. D. Spoor, the well known "strong man" of Hongkong, taken at home in training with the lady champion weight-lifter of Durham.

Sports Shirts



Whether for Golf or Tennis your Shirt must give perfect freedom.

Our Shirts are cut to give the fullest "play" and will not impede any movement.

Made of White Mat Cloth, Wool Taffeta or Fine Twill unshrinkable Flannel in various weights. Prices range from \$5.50.

— LESS 10% DISCOUNT FOR CASH. —

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MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

La plus légère des Eaux de Table

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ARTÉRIO-SCLÉROSE La plus efficace des Eaux de Régime

Sole Agents.

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Hongkong Companies Ordinance 1911-1915.)
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Enhancing Beauty!

Clothes when properly dry cleaned and properly pressed do go a long way in adding to natural beauty. You'll like our odourless process and our work in general.



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SHIPBUILDING MATERIALS, SHIP CHANDLERS
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WHITEAWAYS

OUR NEW "VALET" RAZOR
THE "SHAVEEZI"

THE SHAVEEZI
— AUTO STROP —
RAZOR SET



This set is specially made for and obtainable only from Whiteaway, Laidlaw and Co., Ltd. at any of its many branches.

Complete in leatherette case, with strop and 3 blades.

NOTE THE PRICE
\$1.50 each.

Other Patterns from \$3.50 to \$16.50
Valet Strops, Brushes, and Blades.

WHITEAWAY, LAIDLAW & CO., LTD.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in **The Hongkong Telegraph.**

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

295, 300, 301, 305, 306, 315
344

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

POSITION WANTED.

WANTED.—By young British lady, recently arrived from home, position as bookkeeper. Two years experience, also knowledge of typing. Apply Box No. 364, care of "Hongkong Telegraph."

MISCELLANEOUS.

Mrs. Beten (trained in Paris), late of Hongkong Hotel, guarantees absolutely painless permanent hair waves. Prices very moderate. 2, Platts Building, Kowloon. For appointment phone K.946.

FOR SALE.

YOUR EYES WILL BE SAFE. GUARDED against the Tropic glare if you wear Sir William Crookes anti-glare lenses. We have the original and genuine of English manufacture. Plano (without power) or to your own prescription. LAZARUS the OPTICIANS.

PREMISES TO LET.

SPACIOUS OFFICES, good light and ventilation. Moderate rental, 2nd floor. Apply Manager Whiteaway Laidlaw and Co., Ltd.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET OR FOR SALE.—With early possession European House on Broadwood Ridge, Happy Valley, containing six rooms with Tennis Court. Particulars. Apply Messrs. Deacons.

TO LET.—No. 14, Knutsford Terrace, Kimberley Road, Kowloon, 5 roomed house & out-houses with tennis court & view of Harbour. Possession: 1st May, 1928. Apply Mr. Seu Koon Chi, Exchange Building, (3rd floor).

FLATS TO LET.—At Camby Building, Nathan Road, Kowloon, No. 2, Top floor, (corner), No. 3 and 4, Ground floor. At Jordan Road, Kowloon, No. 3, Top floor, and No. 5, First floor. Apply to Kayamally and Co.

If you want good health investigate and learn the truth of how Poo On Herbs have cured thousands. No drugs. No Knife. Simply Poo On Chinese Herbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.

POO ON HERBS CO.
65, Queen's Road Central,
1st Floor.

NEW ADVERTISEMENTS.

MACAO CHARITY AND COMMERCIAL FAIR.

AUTUMN 1928.

The attention of the public is drawn to this praiseworthy effort in aid of the funds of the Macao Holy Institute of Mercy, established in 1569.

Admission Souvenir Tickets are now available.

Merchants and Manufacturers interested should communicate with the Organising Secretaries of the Macao Charity and Commercial Fair, Macao.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-seventh Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Thursday, the 17th May, 1928, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1927.

The Share Register and Transfer Books will be closed from the 3rd to the 17th May, 1928, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Agents
Hongkong, 26th April, 1928.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the offices of Messrs. Jardine Matheson & Co., Ltd., Pedder Street, Victoria, Hongkong, the General Agents of the Company on Friday the 18th day of May, 1928, at 11 o'clock in the forenoon for the purpose of considering and if deemed expedient passing an Extraordinary Resolution the Resolution following, that is to say:—

"That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and accordingly that the Company be wound up voluntarily."

"And that Jardine Matheson & Co., Ltd., of Pedder Street, Victoria, Hongkong and John Fleming of Chartered Bank Building, Victoria, aforesaid, be appointed jointly and severally Liquidators for the purposes of such winding up."

JARDINE MATHESON & CO., LTD.
General Agents
Hongkong, 8th May 1928.

CHURCH NOTICES.

St. John's Cathedral, Hongkong, May 13, 1928. Rogation Sunday. Choral Eucharist, 8 a.m. Military Service, 9.30 a.m. Children's Service, 10.15 a.m. Peak Sunday School, 10 a.m. Matins, 11 a.m. Matins and Litany, 11 a.m. Preacher: The Dean. Evensong, 6 p.m. Preacher: Rev. H.V. Koop Social Evening in Cathedral Hall after Evensong. Entertainment by 3rd Flotilla Destroyer.

Wesleyan Methodist Church, Queen's Road East, Sunday Morning at 10.15 a.m. Preacher: Rev. J. C. Knight Anstey, Subject: "The Sovereignty of Goodness." Evening, 6 p.m. Preacher: Mr. W. H. Smith, Subject: "Demas—The Deserter." Sailors' and Soldiers' Home, Arsenal Street, Sunday, 3 p.m. Mr. May's Bible Class, 8.15 p.m. Service Men's Hour, Monday, 3 p.m. Ladies' Church Aid Meeting, Wednesday, 8.15 p.m. "Gospel Meeting for Service Men only."

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m. Subject, "Mortals & Immortals" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall—7, Duddell Street, Sunday, May 13th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "Realities of the New Earth," or (Will the saved be real beings in a real world or spirit beings in a spirit world?)

HONGKONG JOCKEY CLUB.

"Draft Programmes and Entry Forms for the Fifth Extra Race Meeting to be held on Saturday, 26th May, and on Monday, 28th May, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables. Entries will close at 6 p.m. on Wednesday, 16th May, 1928.

IMPERIAL CHEMICAL INDUSTRIES (CHINA), LTD.

(Incorporated under the Ordinances of Hongkong.)

NOTICE is hereby given that the name of Brunner, Mond & Co., (China) Ltd., has been changed to IMPERIAL CHEMICAL INDUSTRIES (CHINA) LIMITED.

By Order of the Board,
D. C. BOYCE,
Secretary.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY, the 14th May, 1928, commencing at 2.30 p.m.** At "Villa Manola," Sassoon Road, (off Victoria Road) Pokfulam.

A Large Quantity of Valuable Household Furniture.

comprising:—
Teak Hatstand, Chesterfield Couch and Chairs with Fancy Cretone Covers, Large and Comfortable Armchairs, Silk and Embroidered Cushions, Silk and Net Curtains, Carpets, Large Satsuma, Porcelain and Lacquer Vases, Lacquer Tea Poy, Brass Ornaments, Marble Busts, Pictures, etc., etc.

Teak Extension, Dining Table, Teak Dining Chairs, Teak Sideboard, Teak Glass Cabinets, Tables, Silver and E. P. Ware, Dinner Service, Tea Sets, Electric Ceiling Fans, Brass Standard Lamp with Silk Shades, Electric Lamps and Fittings, Teak Ice Chests, etc., etc.

Teak Bedstead, Teak Wardrobe with Bevelled Glass Doors, Teak Dressing Tables, Chest of Drawers, etc.

Enamelled Bath and Bath Room Requisites.

also
A Quantity of Blackwood Furniture.

and
A Large Cooking Range and Hot Water Tank and Cooking Utensils.

For the convenience of intending purchasers, a bus will run from the Queen's Pier leaving at 2 p.m., and returning at 6 p.m., on day of Sale.

Catalogues will be issued. On View from Saturday, the 12th May, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **TUESDAY, the 15th May, 1928, commencing at 2.30 p.m.**, at their Sales Room, Duddell Street

A Valuable Collection of Curios.

Comprising:—
Old Porcelain Vases, Bowls, Plates, Bronze, Jade, Ivory and Agate Articles, Chinese Hand Painting, Embroidered Coats, etc., etc.

And
A Quantity of Blackwood and Lacquer Furniture.

On view from Monday, the 14th May, 1928.

Catalogues will be issued. Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hongkong, May 10, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **THURSDAY, the 17th May, 1928, commencing at 2.45 p.m.**

At No. 6, Knutsford Terrace, Kimberley Road, Kowloon.

A Quantity of Valuable Household Furniture.

comprising:—
Teak Hatstands, Chesterfield Couch and Chairs, Teak Chests of Drawers, Teak Book Cases, Teak Wardrobe with Bevelled Mirrors, Teak Dining Tables, Dining Chairs, Teak Bedsteads with Mattresses, Marble Top Washstands, Curtains, Linen, Pictures, Brass Ware, Ornaments, Carpets, Rugs, etc., etc.

also
A Quantity of Blackwood Furniture.

and
A Few Enamelled Baths.

Catalogues will be issued. On View from Wednesday, the 16th May, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

THE LONDON ASSURANCE.

I have this day handed over the Agency of the Fire Department to Messrs. The Swedish Trading Company in China Ltd.

B. O. BLAKER.
Hongkong, 10th May, 1928.

THE LONDON ASSURANCE.

We have this day taken over the Agency of the Fire Department.

THE SWEDISH TRADING CO.,
IN CHINA LTD.
Hongkong, 10th May, 1928.

ENGINES IN HEAD-ON COLLISION.

16 BODIES RECOVERED FROM FRENCH WRECK.

Paris, Apr. 11.

A terrible railway accident occurred about half a mile from the Gare du Nord at 1.20 this afternoon, in which 16 people lost their lives and 25 were injured, 14 of them seriously.

It is practically certain that there were no English people among the victims. The service from the Gare du Nord was completely paralysed.

A suburban train coming from Villiers le Bel and Pierrefitte, which was due at the Gare du Nord at 1.12, collided head on with a crowded passenger train going to Amiens, which left Paris at 1.15, just on the Gare du Nord side of Doudeauville Bridge.

The two engines were raised on end by the force of the impact, forming a triangle with the ground, while the coaches crashed into each other with terrific force.

The train to Amiens, which was not travelling as fast as the local train, suffered the most. Two of the coaches were telescoped into each other so completely that they appeared like a double-decked bus, while the sides of part of another carriage had been smashed down so that the top was resting on the seats.

Many of the victims were pinned beneath the two seats, where they had to remain until the rescue workers could reach them. A number of people were hurt, eye-witnesses tell me, through jumping wildly from the carriage immediately after the accident.

Rescue Scenes.

Some 200 men must have been on the spot engaged in the rescue work, which was directed by M. Chappie, the Prefect of police. A huge crane and oxy-acetylene blowpipes were used, and the whole of the permanent way was situated in the crowded working-class quarter, and dense throngs occupied the bridges watching the rescue work. The scenes were witnessed at the Larbosiere hospital, where ten of the dead and all the injured were taken. The families and friends of those who were travelling by the trains involved arrived in suspense as the ambulances waited to see if they were among the victims.

The utmost confusion reigned at the Gare du Nord towards 6 o'clock, when the crowds living in the suburbs began to leave their work. The official notices displayed, stating that "owing to an incident on the line" trains would have to be suppressed and delayed, gave no hint of the magnitude of the catastrophe.

The judicial and administrative inquiry held this afternoon established that the accident was due to the driver of the Paris-Amiens train, who, it is alleged, took no notice of a number of signals which were against him.

The death is announced of Mr. O. M. Tapp, of Abbey Farm, Stratton-on-the-Fosse, Somerset, who had won many championships, including that of Holland, for cheese-making, and had supplied cheeses to Buckingham Palace for 15 years.

MACAO RACES. MACAO RACES. MACAO RACES.

EIGHT-EXTRA RACE MEETING.

SUNDAY, 13TH MAY, 1928.

First Race 1.15 p.m.

Public Enclosure 40 cents

Members Enclosure \$1.00

RACE STREAMERS HONGKONG TO MACAO.

Sui An 8.30 a.m.

Taishan 9.30 a.m.

MACAO TO HONGKONG.

Sui An 8.30 p.m.

Taishan 9.30 p.m.

By Order,

S. W. CHENG.

CHINA AUCTION ROOMS.

6, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

POST OFFICE NOTICE

RADIO NOTICE.

RADIO TELEGRAPH SERVICES are now in operation as follows:—
Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwongchow, Fort Bayard, Tchekam, Hoihow, Amoy and Foochow, etc.

It is notified for information that the via Wireless rate to EUROPE has been reduced to \$1.65 per word. The rate to the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1928.

Rates and further particulars on application to the RADIO COUNTEER, 1st Floor, Government Building.

Telegraphic Addresses—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swatow and neighbouring places is entirely suspended until further notice.

A direct service to Yunnan Province has been opened 20th April, 1928. The inclusive charge will be 60 cents per word, no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmospheric disturbances and messages are accepted at sender's risk.

The service from GOW Royal Observatory W/T Station is temporarily suspended owing to a breakdown of machinery. Meteorological traffic with ships will be worked by YPS Cape D'Aguiar W/T Station on 600 metres. The 300 metres telephony service is suspended until repairs are effected.

The Postal Service to Swatow and neighbouring places has now been resumed.

INWARD MAILS.

From	Per	Due
Straits	Novara	May 12.
Shanghai and Swatow	Soochow	May 12.
Manila	Huruna Maru	May 13.
Canada, U.S.A., Japan and Shanghai	President Jefferson	May 14.
Straits	Empress of Asia	May 14.
Australia and Manila	Kutsang	May 16.
Japan	Tango Maru	May 17.
Japan and Shanghai	Rakuyo Maru	May 17.
Japan	Hakozaki Maru	May 18.
U.S.A., Honolulu, Japan and Shanghai	Mishima Maru	May 22.
Japan and Shanghai	Athos II	May 22.
Straits	Kamo Maru	May 22.
Japan and Shanghai	Hakusan Maru	June 1.

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan and Europe via Siberia	Novara	Sat., May 12, 3.30 p.m.
San Shui and Wuchow	San Ning	Sat., May 12, 4 p.m.
Manila	Pres. Grant	Sat., May 12, 4.30 p.m.
Saigon	Tai Pook Sing	Sat., May 12, 4.30 p.m.
Amoy	Tai Lu No. 1	Sat., May 12, 5 p.m.
Fort Bayard	Anhui	Sat., May 12, 5 p.m.
Swatow, Amoy and Formosa	Sunankai	Sat., May 12, 5 p.m.
Shanghai and Wuchow	Kishu Maru	Sun., May 13, 8 a.m.
Dollo	Kweiyang	Sun., May 13, 9 a.m.
Shanghai, Japan and Europe via Siberia	Tai Ming	Sun., May 13, 11 a.m.
Straits and Calcutta	Bolton Castle	Mon., May 14, 8.30 a.m.
	Huruna Maru	Mon., May 14, 10.30 a.m.
	Yuen Sang	Mon., May 14, 11 p.m.
	Parcels	Neon
Swatow	Letters	1 p.m.
Amoy	Hydrangan	Mon., May 14, 2.30 p.m.
Formosa, Shanghai, Japan, Honolulu and San Francisco	Shantung	Mon., May 14, 4.30 p.m.
Swatow, Amoy and Foochow	Siberia Maru	Tues., May 15, 8.30 a.m.
Shanghai, Japan, Canada, U.S.A., Central and South America, Europe via Victoria, B.C. and Europe via Siberia	(Due San Francisco 8th June)	
	Hai Ning	Tues., May 15, 2 p.m.
	President Jefferson	Tues., May 15, 3 p.m.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5.00 p.m.
	(Due Victoria B.C. 4th June)	

Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles

Patroclus Wed., May 16.

K.P.O. Registration 8.00 a.m.

Letters 10.00 a.m.

G.P.O. Registration 9.45 a.m.

Letters 10.30 a.m.

(Due Marseilles 13th June)

Wol Hai Wei Kueichow Wed., May 16, 2.30 p.m.

Java via Batavia Tjisroca Wed., May 16, 2.30 p.m.

Manila Emp. of Asia Wed., May 16, 3.30 p.m.

Hoihow, Pakhoi and Haiphong Tenn Thurs., May 17, 8.30 a.m.

Haiphong Nanchang Thurs., May 17, 8.30 a.m.

Wol Hai Wei Kwi Chow Thurs., May 17, 2.30 p.m.

Manila, Australia and New Zealand via Thursday Island Parcels May 17, 5 p.m.

Registration 9.45 a.m.

Letters 10.30 a.m.

(Due Thursday Island 20th May.)

Japan Tango Maru Fri., May 18, 9.30 a.m.

Swatow, Amoy and Foochow Hai Hong Fri., May 18, 2 p.m.

Amoy Kutsang Fri., May 18, 5 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles

Hakozaki Maru Sat., May 19.

K.P.O. Registration May 18, 4.30 p.m.

Letters May 19, 9 a.m.

G.P.O. Registration May 19, 8.45 a.m.

Letters May 19, 9.30 a.m.

(Due Marseilles 18th June.)

Manila, Australia and New Zealand via Thursday Island Mishima Maru Wed., May 23.

Crosse & Blackwell's



One of the most popular of Crosse and Blackwell's thirty kinds of soup is their thick Ox Tail—a generous soup that you will always ask for when once you have tasted it.

And remember—Don't just ask for Ox Tail Soup—say "Crosse and Blackwell's" and be assured of the best!

Ox Tail Soup

30 GOODLY KINDS

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"

Oil Varnish Stains

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THE SYNDICATED PRESS.

LIVELY DISCUSSION IN HOUSE OF COMMONS.

LAB. MOTION PASSED.

An interesting discussion took place in the House of Commons recently when Mr. Tinker (Soc. Leigh) moved:

That, in the opinion of this House, the maintenance of independent organs for the dissemination of news is vital to the preservation of the standard of public life in the country, and that the consolidation of the newspaper Press in the hands of powerful syndicates, and some of the devices employed by these syndicates to extend the circulation of the newspapers under their control, are contrary to the public interest.

He called attention to the various efforts which were being made by combines to get control of newspapers in order to influence public opinion.

He condemned the syndicated Press, and said it was up to them to try and get an independent Press in the interest of the country. He urged the House to take into consideration the possibility of the entire Press of this country becoming a monopoly in the hands of a great syndicate. He was against wealthy persons controlling the destinies of the people by means of the syndicated Press.

The newspaper combines in operation, he said, were the Rothermere group controlling five large newspapers, the Beaverbrook group with four, the Cadbury group with three, the Berry group with 24, and the Starmer group with 30.

A conservative member—What about the *Daily Herald*?

Mr. Tinker—It is independent for the time being.

Proceeding, he said that in order to get control of public opinion, the combines increased the circulation of their papers by football competitions—one such was for a prize of £10,000—and by free insurance. These methods, he characterised as "deplorable."

He was against men of wealth controlling the destinies of our people. (Hear, hear.) He could see the few independent journals passing eventually into the hands of the combines, and then the combines coming together with a man at the head, who would be able to control public opinion. He did not want that to happen.

A Great Octopus.

Mr. Charlton (Soc. Leeds, South), supporting the motion said that this syndicalism was grasping the Press of the country within its claw and crushing out the real journalism. We used to be noted for the sturdy independence of our Press, but with the growth of the syndicated Press we were getting something different. What a tragic occurrence it would be if the *Yorkshire Post* were pushed out of Yorkshire. (Hear, hear.) He did not agree with its political opinions, but it was a newspaper which they could respect.

What the syndicated Press did mostly was to boost its circulation and the number of prizes it gave, as well as all sorts of "stunts" like standard bread, growing sweet peas, cooking your food in paper bags, and all that nonsense. The whole position of journalism was endangered. The ordinary working journalist never knew when this great octopus would come along and buy up his paper. As the Press became more syndicated, so the news became more unfair.

Mr. Rentoul (C. Lowestoft) said that hardly a single member of the House would disagree with the general motives and underlying principles of this motion.

All parties had suffered from time to time from the mischievous activities of the Press, syndicated and otherwise.

A case in point was the experience some Conservative members were having at the present moment in regard to suggestions that were being made as to what happened in the Division Lobby on a recent night on the Equal Franchise Bill. (Hear, hear.)

"I see in certain syndicated papers tonight," said Mr. Rentoul, "the statement that definite instructions have been issued to those of us, who for good reasons were absent from that division, that we are to say nothing about it. If that is the case, I can only inform the House that so far as I am concerned those instructions must have miscarried in the post." (Laughter.)

Mischiefous Examples.

A socialist member—Where were you?

Mr. Rentoul—A more mischievous example of the way some Press organs endeavour to misrepresent public opinion it would be difficult to find, and no one knows better than the political correspond-

ent who wrote that that the suggestions he made had little relation to accuracy.

However desirable might be the object underlying this motion, he continued, the difficulties of carrying it into effect were insuperable. One of the most striking and mischievous examples of the syndicated Press at the present time was the *Daily Herald*, whose proud boast it was that it was under the control of the organised Labour Movement.

From the national point of view such control was worse than papers controlled by comprehensive and widespread financial and business interests, because those who governed the paper were inclined to look at matters from a narrow and partisan standpoint.

The real remedy for the evils was for all parties to educate people to be less prone to take their opinions from newspapers. He believed newspapers to-day had less influence in political affairs than in the past.

Mr. T. J. O'Connor (C. Luton), supporting the motion, wondered whether the present lack of decorum of the Press did not follow from something inherent, garish, and commonplace in the outlook of our present democracy.

He predicted that in the organ which condemned the principles of the Prime Minister, the report of his statement on the rubber question would be accompanied by statements that it would greatly upset the race meetings, that it would have an alarming effect on the future of lawn tennis, and that from one end of the paper to the other, readers would find such suggestions intimately interwoven by a cunning thread so that the whole news organisation of the paper was used to present a wholly false picture to the public.

Mr. Enell (Soc. Woolwich, East) said that there was a feeling that the free Press for which our forefathers fought so valiantly was becoming a slave Press to the economic forces by which it was operated. A new danger was developing in regard to the spiritual life of the community.

The syndicated Press was not a reporter of fact, but a selector of facts. He concluded with an appeal to workers of the literary side of newspapers to have regard to the serious nature of their calling and to make a stand in protection of the highest traditions of the journalistic profession.

Waning Influence.

Mr. A. Hopkinson (Ind. Macclesley) said that to call attention to the Beaverbrook Press or Rothermere Press or Lloyd George-Rufus Isaacs Press was a work of supererogation, because they could be trusted to call attention to themselves.

The power of the Press was immensely exaggerated, and its influence was waning at an accelerated pace. Two groups of papers had come to the conclusion, that it was a personal spite to the noble proprietors that the Prime Minister should have a reputation, whether justified or otherwise, for being more or less honest. Anyone looking at some of the articles on the "Flapper Vote" must see that the Press was prostituting itself to such an extent that its power must vanish.

He would be sorry if the activities of Lord Rothermere should have that disastrous result. The Press should have a modified power to guide and inform public opinion. In particular, it should state the facts known to it when a Parliamentary candidate came forward, who was unfitted to represent his fellow-countrymen.

Sir W. Sueden (C. Hartlepool) said the Press gave what the public asked for. If it called for uplift, it would get it. Whatever might be said about our Press, the American Press, on the whole, was drivel. "I think," he said, "the cruelest thing that could be done to any member of this House would be to report him verbatim." (Laughter, and "Hear, hear.")

Mr. J. Jones (Soc. Silvertown) described the daily Press as a "barrel organ of millionaire opinion," while the weekly Press was "a gas factory." Workers bought these newspapers but refused to swallow their politics.

Motion Carried.

Mr. Ponsonby (Soc. Brightside) believed that the passing of the motion would start a public discussion all over the country, and that after a time the House would be forced to deal drastically with the matter.

Capt. Bourne (C. Oxford) said that it was not in the interest of the country that the newspapers should be controlled by a small group of persons, but he did not see what remedy could be applied.

Sir R. Lynn (C. Belfast, W.) described the debate as the most futile he had ever heard. (Hear, hear.) He was not in favour of syndicated newspapers, but he did not believe the free and independent Press of this country could be stifled by a few wealthy persons. The motion was agreed to without a division.



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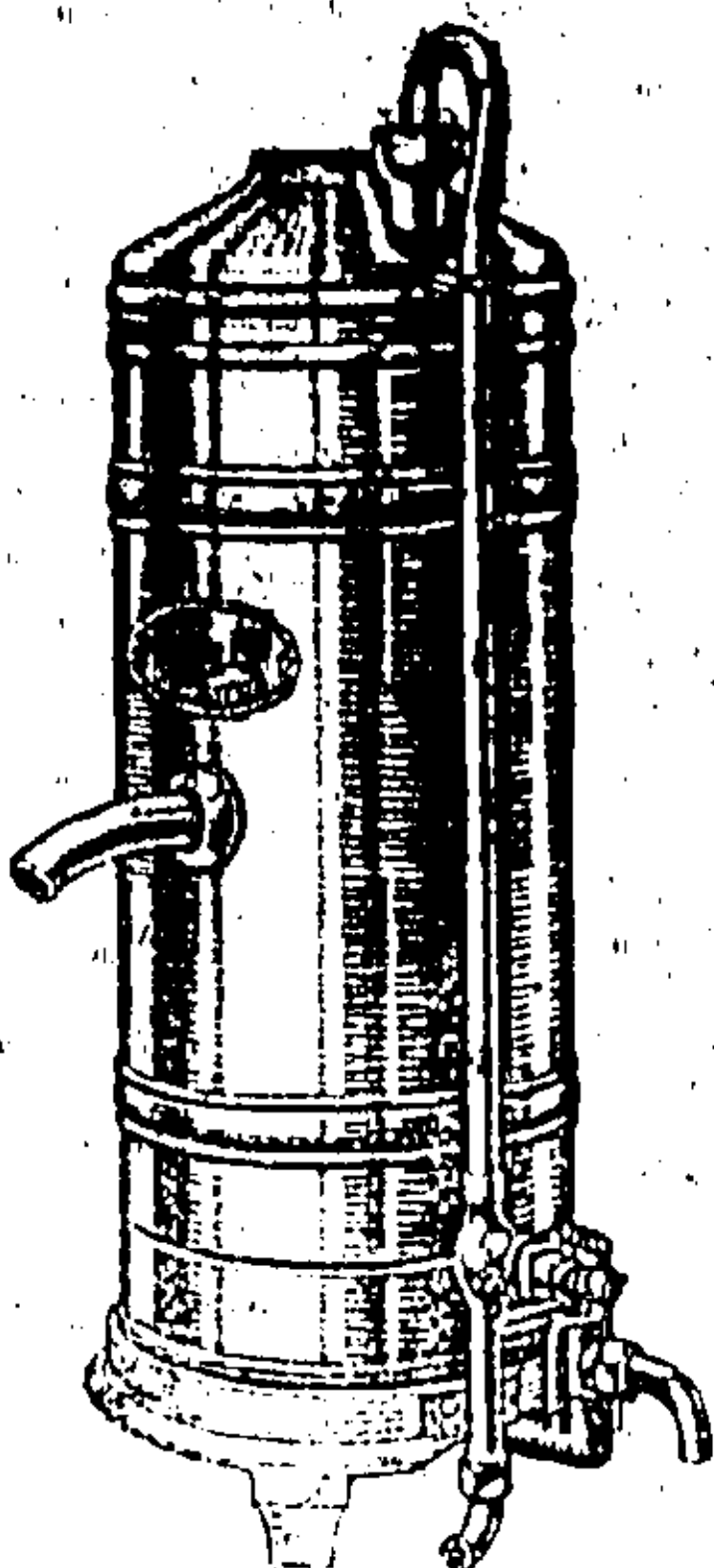
The parish priest of St. Hubert, the new Montreal airport, has obtained permission to fit an illuminated cross to the steeple of his church as a guide to night fliers.

A Riviera branch of the Association France-Grande Bretagne has been formed, with headquarters at Cannes, where Lord Derby, president of the London branch, is now staying.

In pursuance of the policy of connecting European capitals with Paris by air post, the first postal aeroplane from Madrid landed at Bordeaux recently with a large packet of mail.

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WELL LAID PLOT BY COMMUNISTS.

GUARDS OVERPOWERED BY
ARMED MEN.

Berlin, Apr. 11.

Otto Braun, a leading German Communist, escaped from prison here to-day in circumstances which will bear comparison with the most audacious and romantic story of prison escapes in the history of fiction.

The authors of his release were seven young Communists, armed to the teeth, who, in pursuance of a well-laid plot, passed into the building unnoticed; broke into a room to which their friend had been conducted from his cell to talk to his fiancée; overpowered his guards, and vanished with their fugitive and his fiancée before the exits could be closed. It was all over in a space of seconds.

The ringleader of this astounding adventure is a former chief of the Communist News Service, an ardent adherent of "direct action" as a means to political ends. In 1921 Otto Braun staged a bogus police search at the house of Colonel Freyburg, a Russian Monarchist, and decamped with every document in the place on which he could lay hands. That cost him seven months' imprisonment.

His next experiment in direct action was two years ago, when the police discovered that the Communists were holding "military courses" under his direction. On his arrest documents were found in his possession describing plans for the execution of "putsches" and containing instructions as to methods of undermining loyalty in the Army, Navy, and Civil Service.

"Lovers' Interviews."

For the last twelve months he has been in prison on a charge of high treason, and was shortly to have been transferred to Leipzig to stand his trial early next month. Among other alleged accomplices who were at the same time arrested on a charge of complicity, and are awaiting their trial, was the nineteen-year-old Olga Bernar, Braun's fiancée, who is the daughter of a Munich barrister and a zealous believer in Communism. She, however, was released, and has ever since made a practice of applying every fortnight for an interview with her fiancé in prison.

These interviews invariably took place in the presence of police officials in the ante-room to the Examining Judge's Court at the Central Criminal Court in Berlin, which is connected by a tunnel with the underground cell where the prisoner was lodged. The building is supplied with an elaborate system of alarms and other obstacles to the escape of prisoners temporarily removed from their cells to the Examining Judge's quarters.

Olga's interviews with Otto Braun had always appeared to the police officials thoroughly harmless conversations between lovers, and when yesterday she applied for an interview, this morning her request was readily granted.

Only One Captured.

At nine o'clock she entered the ante-room where the prisoner and a police sergeant were awaiting her. She had handed her fiancé a bundle of oranges, wrapped up in the Communist *Rote Fahne* and conversed quietly for about five minutes, when seven well-dressed youths burst in, each wielding a revolver. They called "Hands up!" to the sergeant, then pinned him to the ground. The senior clerk to the Court, hearing the scuffle from the neighbouring room, at once appeared at the door and asked the intruders, "What does 'Hands up' mean here?" Before he could recover from his astonishment, he was pushed into a corner by one or two of the men and given a blow on the head with a pistol.

In an instant Otto, Olga and the seven intruders dived out of the room, the sergeant blew his alarm whistle and the whole building resounded with a shrill orchestra of countless whistles, the banging of doors and a tumultuous hue and cry up and down the corridors. One only of the raiders was trapped in the building and surrendered without a struggle. By a fraction of a second the remainder had escaped through the main door and were already hurrying to their freedom in a couple of motor-cars.

Not a trace has been seen of them since, and the captured intruder stubbornly refuses any information about his accomplices. The police meanwhile have now learned at their leisure that love was not the only motive for Olga's visits to Otto.

This is the second comic success that Communists charged with high treason have scored in the last fortnight against the Berlin police, who are still smarting under their failure to capture the six Communist Deputies long wanted for treason and now deprived of their immunity from arrest by the dissolution of the Reichstag. They have not been seen or heard of since the night just before the dissolution, when the Communists threw inkpots and spitballs about the Reichstag because of their failure to secure an amnesty for treasonable comrades.

GERMANY'S AIR SERVICES IN 1928.

CENTRE OF NETWORK OF
AIR LINES.

Germany's great importance in connexion with the European air traffic is due to her geographical situation which has made her the natural centre of an extensive network of air lines throughout the Continent. In order to make this network as comprehensive as possible, a large number of services have been established in the country, and agreements concluded with other European countries for the purpose of connecting the German system with the air lines maintained abroad.

International air services radiate from Germany in every direction. London and Paris can be reached from Berlin by a single day's flight. In December 1927 the German and Spanish governments concluded an agreement by which the establishment of a service from Berlin to Madrid was definitely decided upon. It was, indeed, started in January this year. It covers a distance of over 1,300 miles which will be traversed during the summer months in two days, the night between them being spent at Geneva. Air services connecting Germany with Austria and Switzerland have now been in existence for a considerable time.

The possibilities of transalpine flights between Munich and Milan have been investigated, big machines being used for the purpose. It is intended to establish a cargo service for the present only, and to have this supplemented by a passenger service when experience will have been gathered in respect of the peculiar nature of flights across mountainous country.

Expansion.

The year 1928 will not only witness a considerable expansion of the air traffic radiating from Germany, but it will also be interesting on account of various technical innovations now under contemplation. Mention should be made of the so-called non-stop services (comparable to non-stop train services over long distances) which will dispense with intermediate landings altogether. It has been decided to inaugurate non-stop lines this summer from Berlin to Cologne (four hours), Vienna (four hours), Zurich (five hours) and Copenhagen (three hours and a half).

Another innovation will be the cargo lines served by machines exclusively designed for goods transport. Such services are now in existence between Berlin and Amsterdam, London, between Berlin and Paris, and between a number of German cities.

One of the most urgent demands in connexion with the future development of flying is that for night services, and such services will be increased in number. So long as passengers are compelled to break their journeys at night, without being able to continue their flights without delay, they lose the gain achieved during the day.

More than 100,000 persons were carried by air in Germany during 1927, counting the regular services only. The machines, employed by the Deutsche Lufthansa covered a distance of nearly 6,000,000 miles during the same time. The cargo, luggage and newspapers conveyed by air had a weight of 2,000 tons.

WILLIAM THE PIRATE.

A BOLD BAD BOY AT THE
SEASIDE.

The alleged wanderings and piratical exploits of William James Taylor, aged 14, occupied the attention of the Tottenham magistrate recently.

William was before the court charged with stealing £10 in Treasury notes from his father. In February, it was said, William wandered into Hertfordshire on two occasions and recently his father found the home safe, a locked drawer, had been forced and William had gone again.

Investigation proved that not only had 10 £1 Treasury notes disappeared but that William also had changed into his best clothes and had taken away a change of underclothes. He was found days later at Great Yarmouth, a bold bad pirate.

He bought an air gun, armed with which he went to the water's edge and, so it was alleged, began to attack watermen. The police said he fired pellets from the air gun at the seamen, and one shot caught a salt under the eye. The shooting brought the police on the scene, and so William Taylor, reported as missing from Tottenham, was discovered. All he had was 13s. 9½d. He said he had spent the remainder on amusements.

The magistrate was told that an effort had been made to get the boy in a training ship, but he was an inch too small in the chest.

The magistrate said they did not want thieves on board ship. "Fractious boys, yes; they have a way of dealing with fractious boys," he added.

The lad was remanded.

REMARKABLE "FAITH CURE" SCENES.

PEOPLE QUEUE FOR EIGHT
HOURS.

Amid fervent shouts of "Hallelujah," "Glory be to God," and "Praise His Name," 1,000 converts to the Elm Four-Square Gospel Alliance were one by one plunged below the surface in a huge tank of water in the Albert Hall recently.

This was the culmination of a great whirlwind revivalist campaign throughout the country by "Principal" George Jeffreys.

He and his colleagues claim hundreds of "faith cures." The first to be baptised was Miss F. Munday, of Southampton. She was stated to have been bed-ridden for 14 years with tuberculosis, which shortened one leg by 4½ inches. After the "laying-on of hands" she claimed to have been immediately cured.

As people came forward for baptism Mr. Jeffreys introduced them. A man who had been completely paralysed for many years, a woman so twisted and crippled that her head almost touched her knees, both now without a trace of the complaints from which they are said to have suffered—these were merely typical of dozens baptised.

The specially-constructed galvanised iron tank was covered with imitation grass and surrounded with growing roses, arum lilies, palms, and other plants. It was filled with water, and by means of an inflow and an outfall represented the flowing of the River Jordan. The water was luke-warm.

Waist Deep in Water.

"Principal" Jeffreys stood waist-deep in the tank. The candidates walked one by one down the steps into the water, and were plunged below the surface. The women wore white dresses and the men white shirts and trousers.

All were smiling happily as they descended into the tank; some were singing, and some waved their hands to the congregation of 10,000 who shouted fervently all the time. There was no self-consciousness anywhere. That the people had been convinced by this young pastor there was no doubt.

Every member of his vast audience was spellbound throughout his address, and when he had finished explaining the symbolism of baptism no fewer than 53 people came forward demanding to be "saved."

"I wonder," Mr. Jeffreys said, "that men are not being saved in thousands when they see cripples made whole, when they see vicious growths withering away, when eyes that cannot see and ears that are deaf are opened."

His voice was carried to every part of the great hall by means of loud speakers. Specially arranged flood-lights and limelights were directed on the tank while the baptisms were taking place.

There were queues outside the Albert Hall eight hours before the meeting started, and many hundreds who had hoped to secure admission without tickets were turned away.

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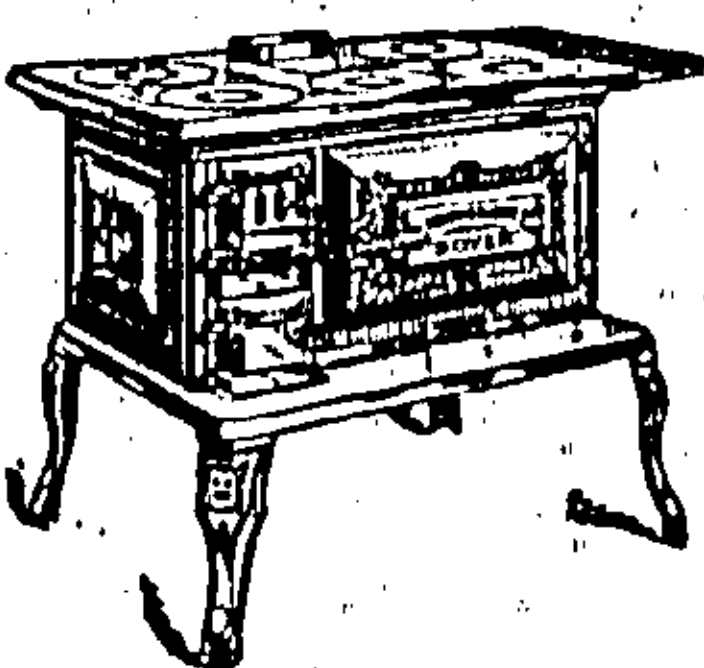
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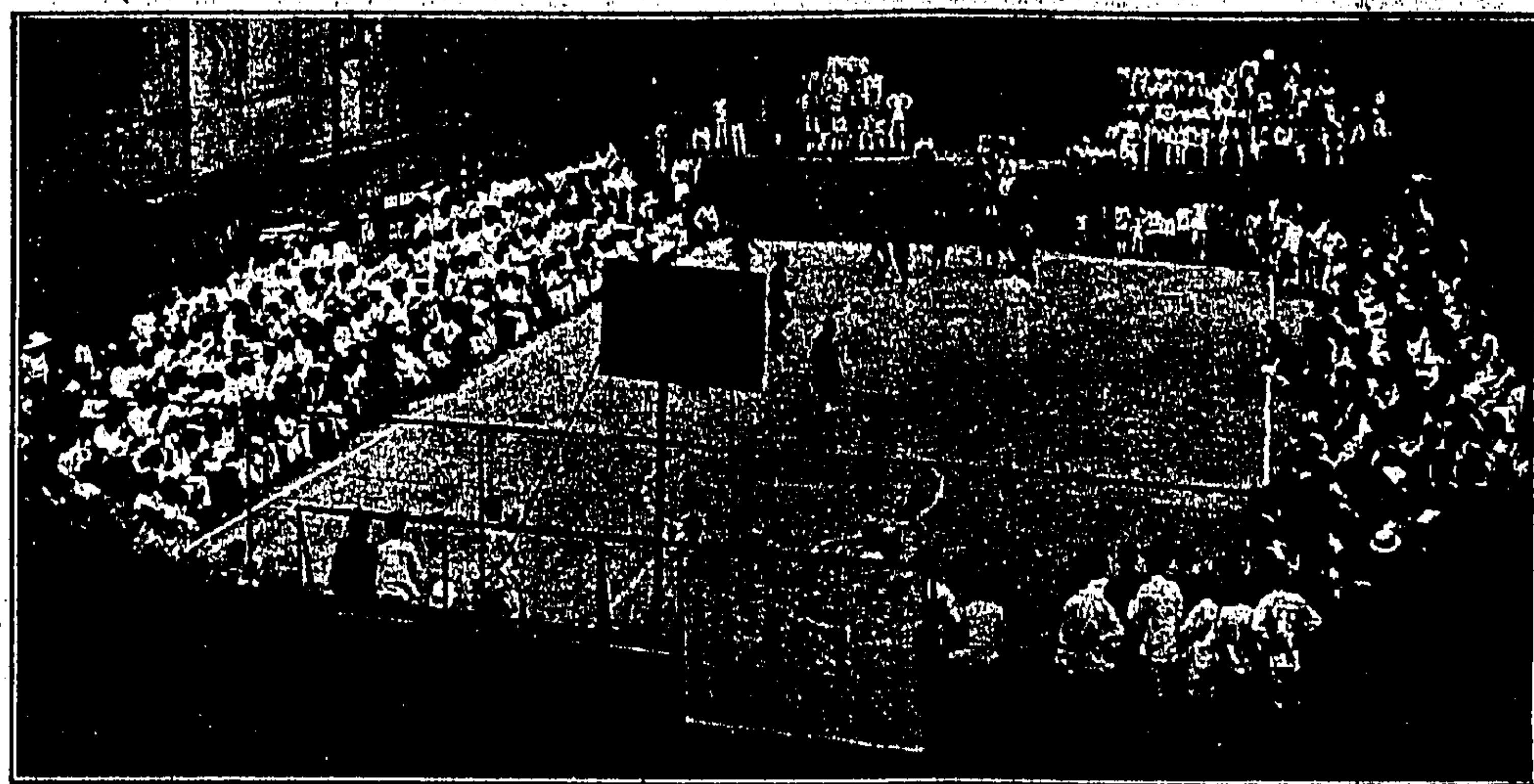
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FINAL GAME IN HONGKONG BASKETBALL LEAGUE.



The final game of the Hongkong Basketball League in progress. The participants were St. Paul's College and Wing Yeh College, the former winning. The match was played on the Chinese Y.M.C.A. outdoor courts. (Photo: A. Fong).

COLLECTORS AND COLLECTING.

NOVELS IN YELLOW BOARDS.

(By W. Roberts.)

From a bookman's point of view probably nothing is more peculiarly and exclusively Victorian than the two-shilling novel in yellow pictorial boards. This type of cheap fiction came into vogue in the late 'Forties or early 'Fifties of the Great Queen's reign, and when her lamp went out the yellow-covered volumes had all but ceased to illumine the bookshop windows. Millions of these volumes poured forth from the press during half a century, and yet weeks and months now pass without one coming across copies in "mint" state.

A substantial reminder of their existence occurred recently in Charing Cross-road, where one of the second-hand booksellers had been called in to purchase a quantity of these issues, which had been stored away in a London pawnshop for many years. The books were almost exclusively yellow-covered novels, mostly selected with very good judgment as to authors.

It is a real pleasure to handle these Victorian books. They are well printed in good readable type on white paper of excellent quality, with ample margins, the sheets bound together with strong thread—not "stapled" with pernicious wire, which almost invariably rusts, especially when paste, and not glue, is used in the binding.

Cheapness and Quality. With the possible exception of the house of Murray, in the austere environment of Albemarle-street, nearly all the leading London publishers catered for the public in producing these yellow-covered novels, whose cheapness becomes all the more striking when it is remembered that in those days there were no labour-saving mechanical aids such as linotype, and every letter had to be "picked" up by the "comp."

Custom required that nearly every work of fiction should make its first book appearance in 3-volume form at a price of nominally one and a half guineas. This form was manufactured exclusively for the great circulating libraries in London and the provinces; very few sets were purchased by the public. The new and less well-known novelists thus had a sporting chance of catching the ear of the novel reader by being recommended by the libraries, aided perhaps by a favourable review.

One wonders if the first "3-deckers" of Thomas Hardy or George Meredith brought them enough to pay the rent of the house

during which they were writing their novels.

Popular Favourites.

In the case of such popular favourites as Wilkie Collins, Charles Reade, Besant and Rice, Miss Braddon, Ouida, and others the sales to the libraries would be enormous, and very handsome terms would roll into the pockets of the authors. But the life of the "3-decker" was not a long one, and so soon as the library-demand had died down—perhaps in less than a year—it would often take on a fresh lease of life in the cheap one-volume form in pictorial boards. The failure as a "3-decker" was not at all likely to be a success in a cheap form; although, as it happens, several of the "3-decker" failures are eagerly sought to-day by collectors at prices far beyond the original (nominal) cost of 1½ guineas.

Practically all the well-known authors of the Victorian period appeared in yellow boards, and hundreds of standard novels are now only available in these issues. Many of them are now among the wants of public libraries for "replacements," for, rebound in strong cloth or leather, they will last for ages. The yellow-covered books were by no means exclusively fiction.

Advertisements and Pictures.

An interesting feature of these cheap issues is that they often "carried" several pages of advertisements of soaps, pills, emulsions, patent medicines, and so forth, and these must have been a profitable source of revenue to the publishers, at least. There was nearly always a picture on the upper cover, based on some striking incident in the story; only now and then was the illustration signed—the monographic "C.K." on the cover of H. Herman's "Leading Lady" undoubtedly points to Charles Keene. Now and then, also, we get something quite apart from the story itself—in Besant and Rice's "This Son of Vulcan" the preface deals with the authors' struggle with the overseas printers; they had written expostulating to a Canadian editor and threatened to take action. His reply was to the effect that "we might bring an action against him and be blanked," and that, further, he intended to go on reprinting the novel.

In the not far distant future some at least of these yellow-covered novels will become the sport of the collector, and so will "jump" in commercial value. In such a contingency they must be in "mint state," and not battered relics, as they nearly always are when found on the bookstalls and costers' barrows. In any case, they constitute an extremely interesting phase in the story of Victorian book activities, for they brought a vast quantity of good fiction within the reach of everybody.

IMPROVING TRADE.

EFFECT OF GOLD STANDARD.

The more optimistic feeling about British trade prospects with which the year opened is reflected in the annual report of the London Chamber of Commerce, which has just been published. It is anticipated that 1928 will leave England in a stronger position to compete with her industrial rivals.

When the return was made to the gold standard—which was tantamount to a fall in prices and an increase in real wages—doubt was felt whether Great Britain could afford to raise the people's standard of living and yet compete in the markets of the world.

Last year "gave" (states the report) the clear and decisive answer that she could not. Her export industries—textiles, iron and steel, and coal—found themselves severely undercut by their foreign competitors. However, towards the end of the period, the economic factors operating here began to be felt abroad, and the stabilisation of foreign currencies started to influence the cost of rival goods. This year, therefore, should see a further improvement of our position from this cause.

Considerable progress, it is claimed, has been made in writing down overcapitalised concerns and effecting drastic reorganisations. "Much, however, still remains to be done in this direction, and in the substitution of modern plant in the pre-war staple industries. One of the most encouraging features of the year was the headway made by the newer industries, such as artificial silk, motors, chemicals, and electrical machinery."

"Deplorable."

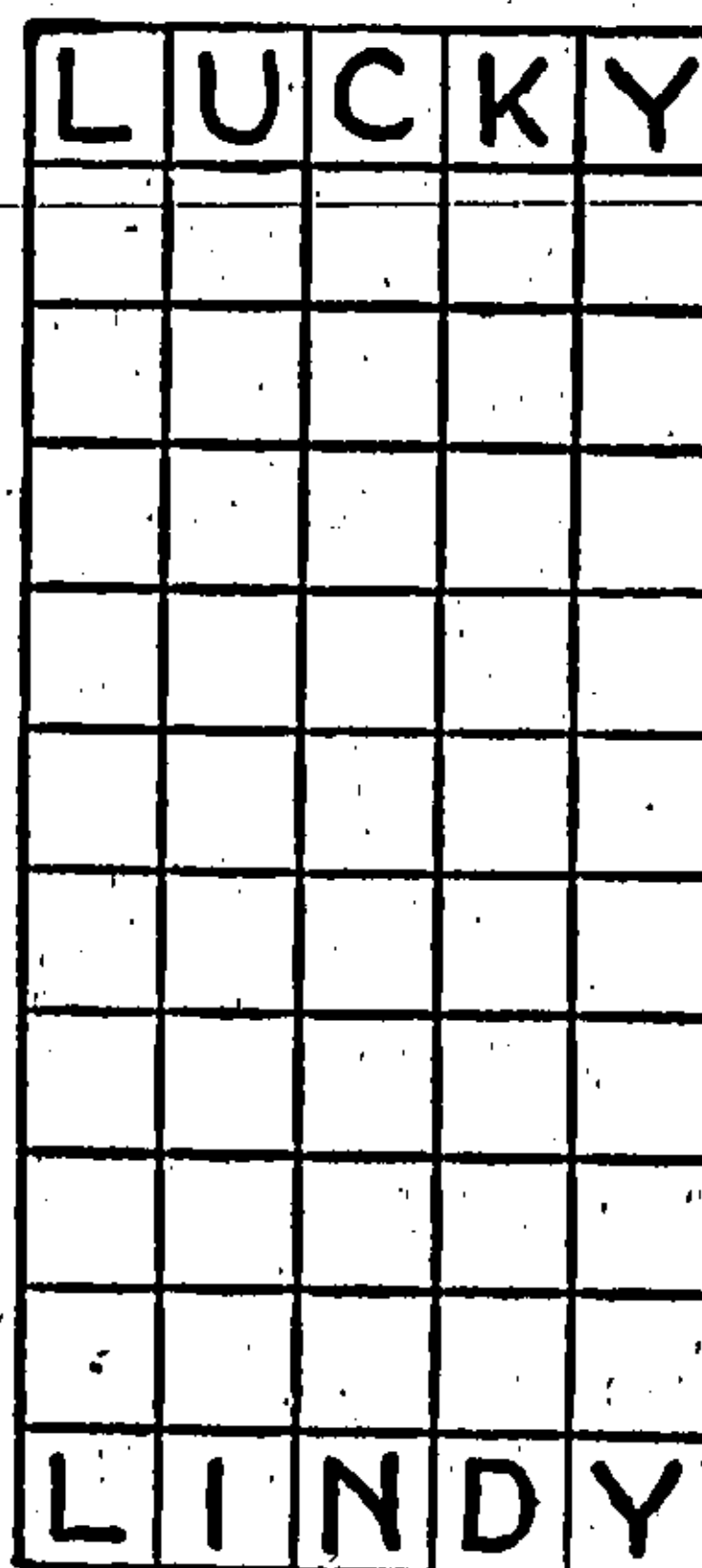
The report then speaks of the importance of creating goodwill, and declares that "it is deplorable that the Chamber should still be receiving authenticated complaints of failures on the part of British firms to give prompt and courteous attention to correspondence."

The Council joins with numbers of other business men in expressing alarm at the burden of local rates. Not only are they regarded as unduly high, "but their incidence is inequitable. They are levied not on the harvest of industry, as is income tax, but on the need, and are payable whether there are profits or not. Moreover, they fall with crushing effect on the manufacturer, whose business necessitates the use of land, buildings, and labour in much larger measure than does that of other business men."

The membership of the Chamber stood at 8,061 at the end of 1927, and the Statistical and Information Department dealt with over 28,000 inquiries and issued nearly 39,000 certificates of origin and other certificates.

LETTER GOLF.

Lucky Lindy made the Atlantic in one hop, but par here is ten. Maybe you can do it in less than that.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN in three strokes, COW, HOG, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

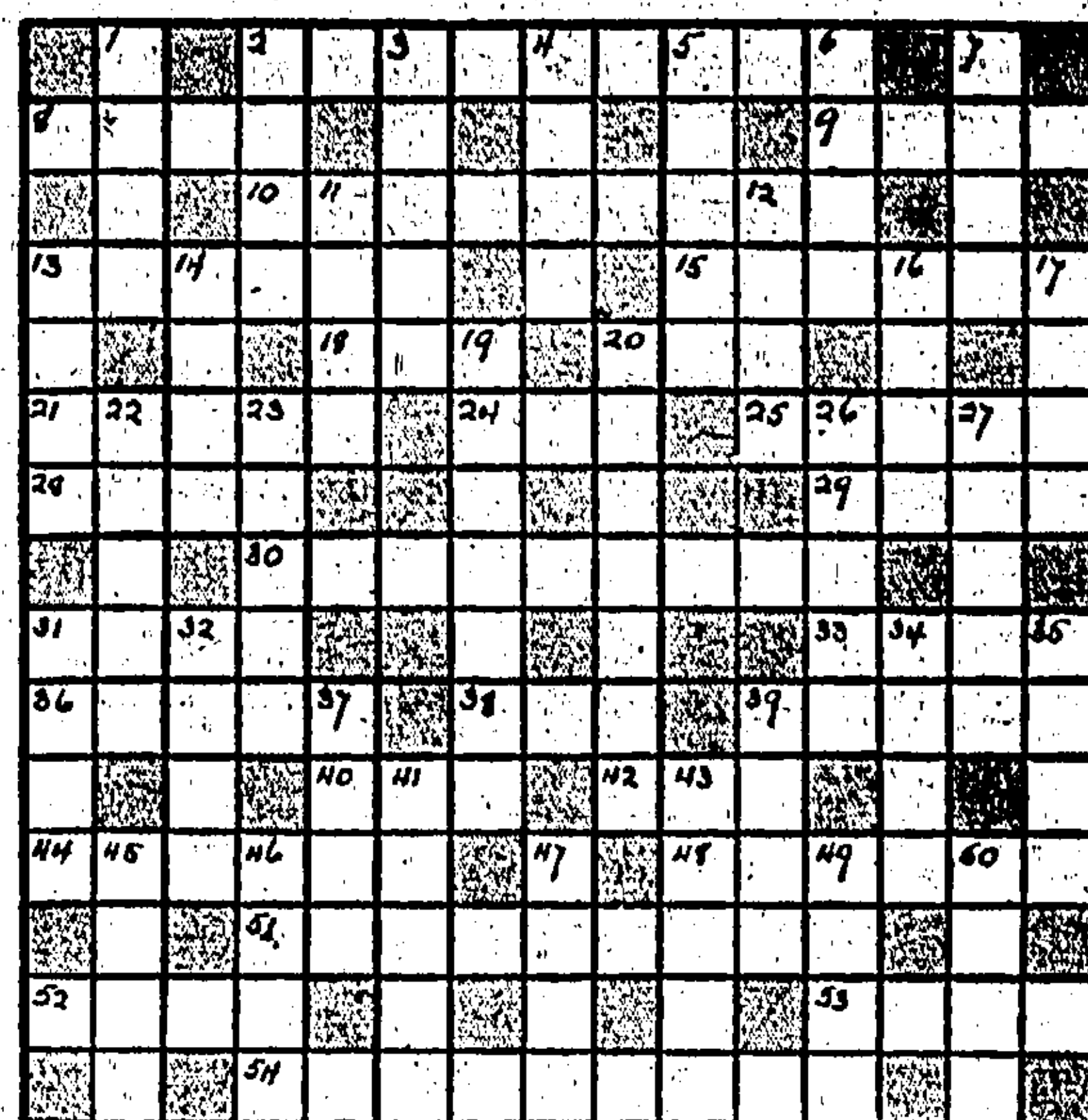
One solution is printed on another page of this issue.

The Admiralty has decided that epaulettes are not to be worn by naval officers when the great-coat is worn with full dress or with epauletted frock-coat dress, but the great-coat must not then be taken off.

When the retiring Japanese Ambassador, Baron Matsui, and Baroness Matsui left London for Japan they were presented by Mr. W. W. Grantham, K.C., with a Sussex horseshoe decorated with primroses.

The Transatlantic telephone service from Great Britain to Canada has been extended to afford communication with a number of smaller Canadian towns in addition to the centres previously announced.

OUR CROSSWORD PUZZLE.



Across.

- 2 Rendsers void.
- 8 Ascend.
- 9 Organs of sight.
- 10 Make agreeable in sound.
- 13 Sharp pinnacle of rock.
- 15 Species of limestone.
- 18 High mountain.
- 20 Wayside halt.
- 21 Vegetable.
- 24 Even (Contracted).
- 25 Tidal wave.
- 28 Blue thimble.
- 29 Close by.
- 30 Wandering.
- 31 Haughty.
- 33 Parts of fishes.
- 36 Assume illegally.
- 38 Pinch.
- 39 Core.
- 40 Kindled.
- 42 Personal pronoun.
- 44 Tittered.
- 48 Public speaker.
- 51 Banterers (Pl).
- 52 A favourite Spanish dish.
- 53 Kind of large stove for baking.
- 54 Makes content.

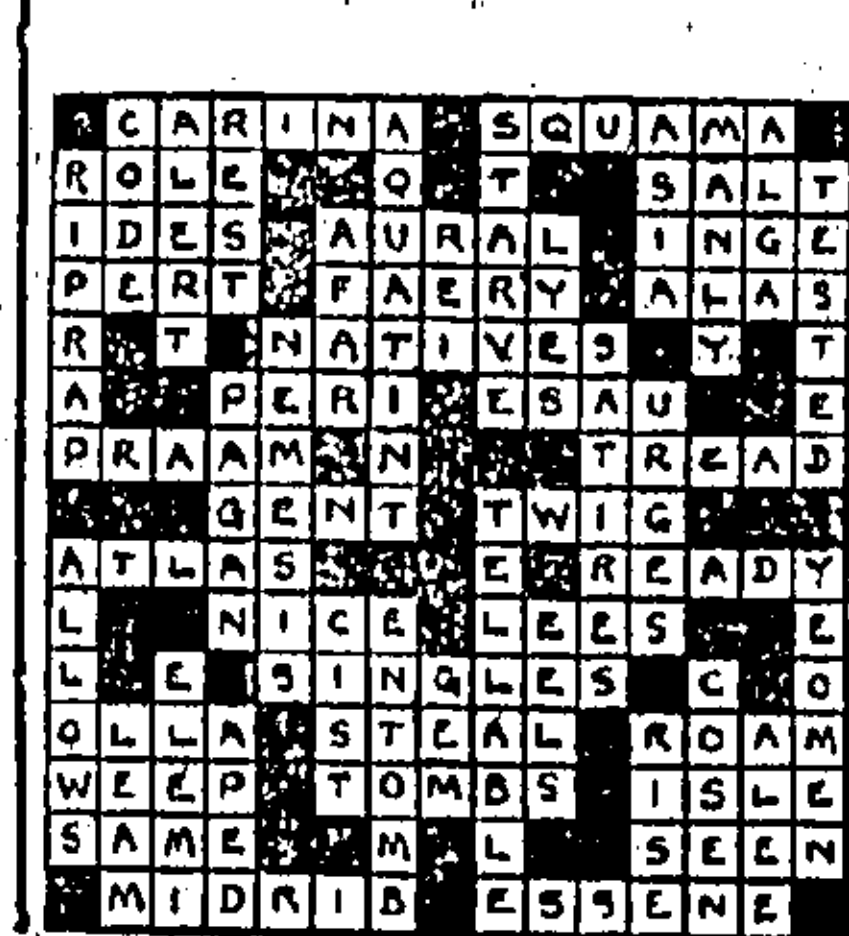
Down.

- 1 Time.
- 2 Urgent want.
- 3 Part of a garment.
- 4 Portrait.
- 5 The nape (anat).
- 6 To blind.
- 7 Chair.
- 11 European light cavalry soldier.
- 12 A girdle.
- 13 Inert gas.
- 14 Ireland.
- 16 Well-known Dean.

17 Pitcher.

- 19 Small flag.
- 20 Inanities.
- 22 Makes torpid.
- 23 Species of Willow.
- 26 Cavern (Shak).
- 27 A race-horse.
- 31 Eject.
- 32 Brooch.
- 34 Hop kiln.
- 35 Heavenly orb.
- 37 An excuse.
- 39 Equivalent of Mr. (German).
- 41 One hopelessly insane.
- 43 Mohammedan Nymph of paradise.
- 46 Fishes.
- 48 Ages.
- 47 Exclamation of woe.
- 49 Invokes an answer.
- 50 Greasy.

Yesterday's Solution.



COMPLETE STOCKS

OF

GLADYS COOPER'S

BEAUTY

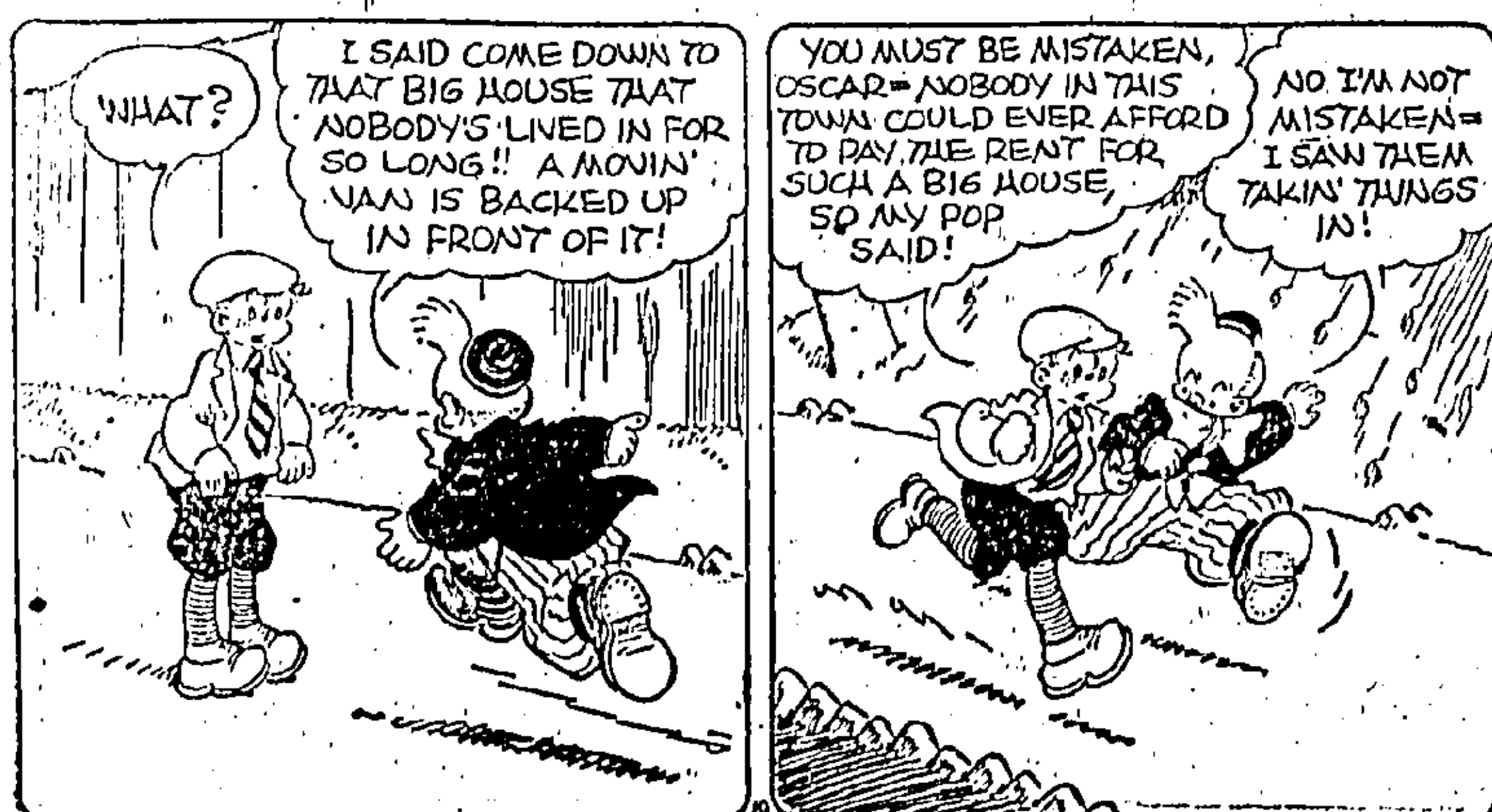
PREPARATIONS

AT

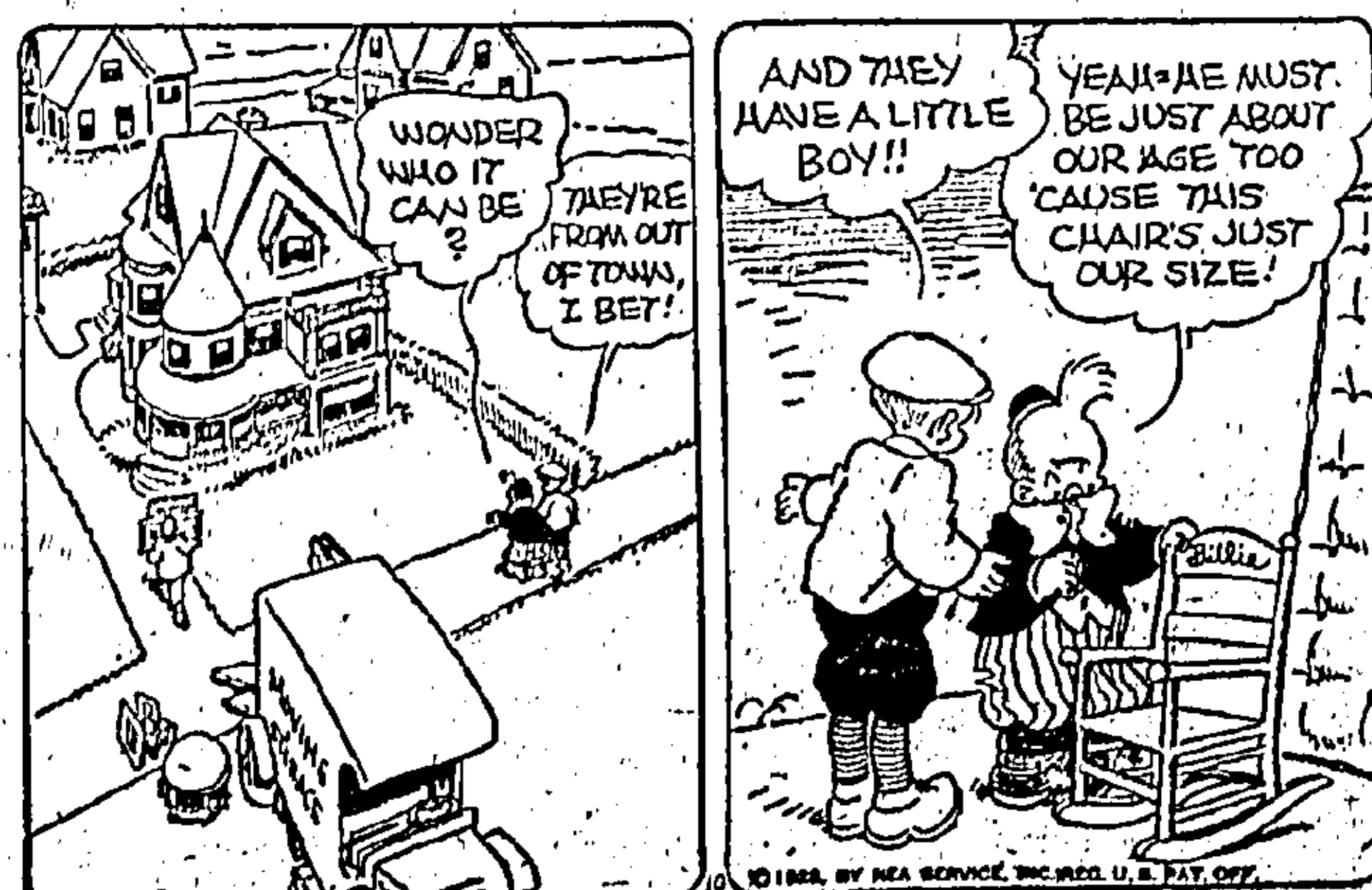
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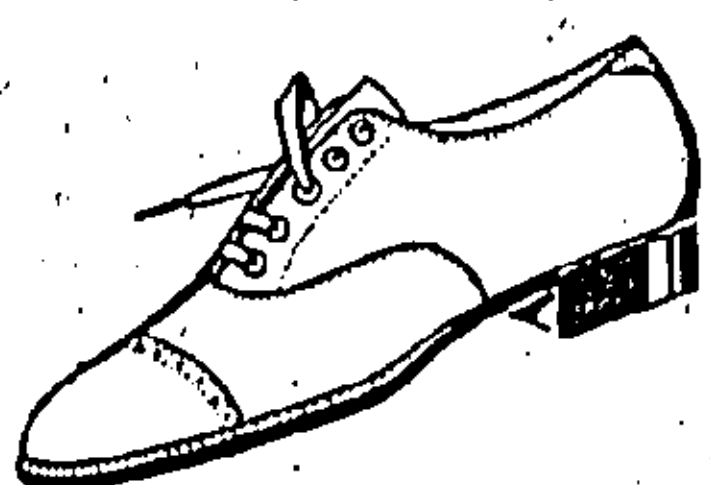
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(Victor Distributors)

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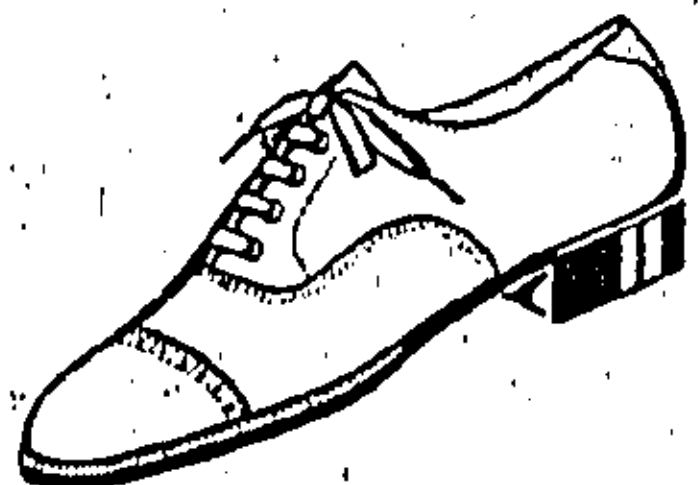


DELTA 848

Brown Willow Calf Oxford.
Smart Pointed narrow toe.
\$20.00 pair

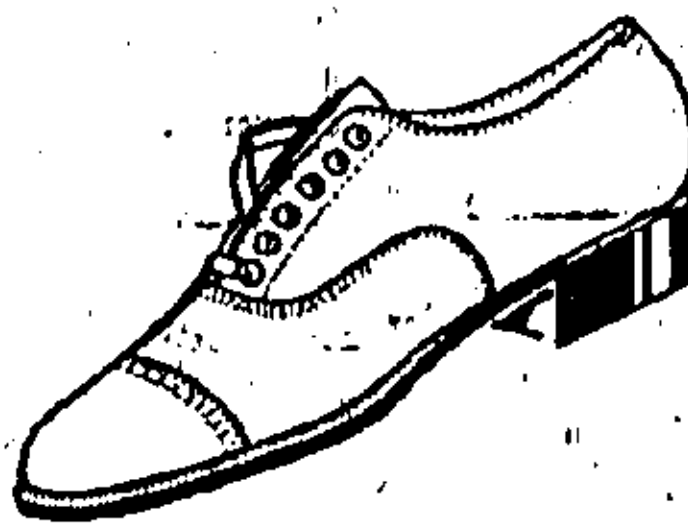
LOTUS 769B

Brown Calf Oxford
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\$28.50 pair



DELTA 628A

Brown Willow Calf Oxford.
Plain stitched shoe.
\$25.00 pair



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and all Establishments

KELLER KERN & Co., Ltd.
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The
Hongkong Telegraph

SATURDAY, MAY 12, 1928.

NOT THE REAL CAUSE.

As we expected would be the case, one of the Labour members of the House of Commons has been moralising on the tragic happenings at Tsinan. We refer to Commander Kenworthy, who suggested in Parliament on Wednesday that as Britishers in the Shantung capital had been unmolested, the thing to do was not to send troops to disturbed parts of China. Whilst not saying so much, the inference to be drawn from his remark is that it was the presence of the Japanese troops which caused the troubles to break out in Tsinan, and that, had they not been there, everything would have passed off very peacefully. Unfortunately, the facts as so far disclosed do not support that argument. It is true that no British property was damaged nor any indignities suffered by British residents of Tsinan, but it must be recalled that about a fortnight before serious trouble broke out, Britishers were warned to remove to safety at Tsinan or Chefoo, which, being accessible to H.M. ship, were in a less dangerous position.

What is more to the point, however, is that if British interests have not suffered, other foreign property has, for it is now announced that two German houses, including Stein's Hotel, were looted. That could not have possibly been due to resentment at the presence of Japanese troops, rather does it support the view that the Nationalist troops, flushed with victory, got out of hand and indulged in indiscriminate robbery, as they have so often done during the past two years. It will be interesting here to give General Fukuda's official version of the start of the trouble between his forces and the Chinese troops. He asserts that on arriving with his headquarters staff in Tsinan on May 2nd, Marshal Chiang Kai-shek demanded the immediate withdrawal of the Japanese troops, promising that the Nationalist troops would undertake full charge of maintaining peace and order and of the protection of the lives and property of foreign residents. As the military discipline of the Chinese forces was comparatively well maintained at that time, the Japanese, in compliance with Nationalist requests, immediately removed the defensive works. There were at that time some

40,000 Nationalist troops stationed near the commercial quarter, and, according to the Japanese General, the very next morning several Chinese soldiers suddenly broke into a Japanese shop and began looting. A party of Japanese troops was rushed to the scene to restrain the looters, and eventually fighting broke out. It is also asserted that numbers of Chinese troops had smuggled themselves into houses within the Japanese defence zone, and that these attacked the Japanese troops from the rear. General Fukuda adds that after an agreement had been reached with the Chinese authorities for the withdrawal of Nationalist troops from the commercial area, many who remained in hiding continued to snipe at the Japanese, as a consequence of which it was deemed necessary to clear them out.

Whilst there can be no questioning the point that the Chinese did resent the presence of the Japanese troops, there is little doubt that the Nationalist forces were under very poor control, and we may take it as extremely likely that looting would have taken place in any event. We all know what happened at Nankin, and we are also well acquainted with the terrible outrages which occurred in the native city at Shanghai, where, of course, there was no question of the presence of foreign troops. The Japanese occupation naturally had its reactions, but these were in the nature of actual exchange of fire with the military. The mere presence of the troops would not be sufficient to explain the looting and the indescribable horrors committed on the civilian population. Indeed, it is conceivable that, had the Japanese troops not been on the scene, happenings of far greater dimensions might have occurred.

Maintaining a Principle.

As we predicted on Monday, Britain has stressed that while sincerely welcoming the American proposal of a multipartite Treaty outlawing war, and desiring to co-operate in its negotiation, it is necessary first and foremost, for the six Powers concerned to reach a common understanding of the obligation into which they have been invited to enter. Sir Austen Chamberlain advocates the principle of making haste slowly, cherishing, no doubt, memories of promises movements ruined because someone has been trying to reconcile the irreconcilable. If any doubt should exist in the minds of the signatories to Mr. Kellogg's Treaty, should it be concluded, should there be any variation of the interpretation not only of the wording, but of the spirit of the agreement, it would be worthless. Paradoxically enough, it is partly because the draft under consideration is the very reverse of ambiguous that the principal difficulties have arisen. The position of France is the best illustration. France could not pledge herself never to resort to arms under any circumstances as her policy in late years has been to conclude a network of military alliances in Europe. Like Britain, she has far-reaching obligations under the Locarno Pact and the Covenant of the League of Nations. As Mr. Kellogg has pointed out, these problems are not insurmountable, but, at first glance, it is difficult to see how a satisfactory formula can be reached, unless the Treaty is extended to embrace the minor Powers, who so often provide occasion for heated controversy. Critical situations may easily arise should one of the signatories be involved in a dispute with a Power outside the Pact, and the great thing seems to be to leave no-one outside. America, we feel sure, will echo the British sentiments of anxiety that all who adhere to the proposed Treaty, should be determined to maintain it. Hitherto, Japan is the only invited Power which has neither ventured a reply, nor indicated the nature of her comments. Embarrassed with a political crisis at home, and seriously involved in Shantung, the delay is not difficult to understand. The recent upheavals, it need scarcely be said, bring the relations of U. S. A. and Japan well into the limelight. Rightly or wrongly, Japan's intentions in Shantung are causing a good deal of speculation. Rumblings are heard from Washington, whispering of diplomatic pressure and of the "Hands Off China" policy. There may be nothing in it at all; indeed, judging by their comments on the situation, the well-informed circles in Washington could have been supplied with a little more reliable information. However, that may be, should America write to Japan about it, Baron Tanaka will merely reply that the lives and property

DAY BY DAY.

THE BOY WHO HAS A SISTER TO TONE HIM DOWN MAKES A BETTER MAN THAN THE ONE WHO HAS NONE — John K. Corrie.

The P. and O. s.s. "Mongolia" from Hongkong, arrived at Marseilles on 11th May at 7 a.m.

Yesterday's return of notifiable diseases shows one Chinese case of cerebro-spinal fever.

The name of the Prosperity Trading Company, Limited, has been struck off the Register.

It is proposed to lease about 6.4 acres of foreshore at Sham Wan, Aberdeen. The upset premium is \$6,400.

Several pages of the Government Gazette are devoted to rules and regulations under the Railway Ordinance.

Forthcoming weddings announced include that of Mr. R. S. Pigott, teacher, 18 Parkes Street, Kowloon, Miss R. Lamb, Pak Ngau Chen, Wuchow.

At the P. W. D. offices on May 29th, there will be offered for sale Kowloon Island Lot 2116, having an area of 5,890 square feet. The upset price is \$11,780.

It is hereby notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 21st May, at 10 o'clock in the forenoon.

A salesman of the Sincere Company was sentenced to one month's hard labour by Major C. Willson this morning for the theft of some singlets from the Department in which he was employed.

An unemployed Chinese was remanded by Mr. R. E. Lindsell this morning on a charge of stealing a travelling clock and a fountain pen, from the residence of Mr. P. W. Clark, of 454, The Peak.

His Excellency the Officer Administering the Government has appointed the Rev. Frank Short to be a Member of the Board of Education, vice the Rev. Thomas William Pearce, O.B.E., LL.D.

It is notified that, at the expiration of three months, The Cafe Regent Company, Limited, will unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

His Excellency the Officer Administering the Government has reappointed the Rev. A. D. Stewart, Mr. T. So Sen-wan, LL.D., and Mr. H. B. Dowbiggin as Members of the Board of Education for a further period of two years. Effect from the 9th April, 1928.

The local office of the Chartered Bank has received the following telegram from its Head Office in London: "Shell Transport and Trading Co., Ltd., declared dividend at the rate of 3/- per share free of income tax payable 5th July. Beaver coupon to be presented No. 51."

Captain Robert Dollar, the veteran shipowner and lumber merchant, arrived in Hongkong yesterday by s.s. President Grant. He was accompanied by his wife and two nieces, the Misses Dickson. Numerous friends gathered to welcome the party, who leave for Manila this afternoon. Captain Dollar looks as hale and hearty as ever.

NEW DOCTORS.

FIVE MORE ADDED TO LIST.

The following names have been added to the list of medical practitioners:

Mr. Ma Wai-man, Kwong Wah Hospital.

Dr. Li Kuang-yu, Tung Wah Hospital.

Dr. Yeeh Cheung-hoe, Government Civil Hospital.

Dr. Tu Teng-pang, Government Civil Hospital.

Dr. Tang Yee-yuen, Kwong Wah Hospital, Yau-mat.

All are Bachelors of Medicine and Surgery of the Hongkong University.

FINE WEEK-END PROMISED.

The Royal Observatory's weather forecast up to noon to-morrow is: Light westerly or variable winds; fine.

of Japanese nationals must be protected. Nevertheless, the remote possibility of war between China and Japan renders the position very fascinating. It would be tragic if America were the first country to discover circumstances in which a resort to arms is practically unavoidable.

LETTERS FROM HONGKONG.

4—Music and the Like.

The morning walk is going on. They say one tour of our small promenade deck is one sixteenth of a mile. The boat contains thirty young men just out from college, many of whom go round in a body in the middle of the body is generally to be seen the pretty daughter of a staff Colonel returning from leave. In the evening, eight or nine of them, including the young lady, sit round a bridge table playing games of skill, some of which involve the sudden shouting of the word "Miow!" at odd moments. There is much happiness in the party.

From across the room come, quite unheeded, the mildly disapproving glances of four older folk endeavouring to concentrate and still maintain a good-humoured demeanour, on a more serious pastime. There is at any rate no danger of a repetition of the little trial suffered by Colonel D. last night. Mrs. D. reported to Mrs. C. this morning that the Colonel's partner had gone to sleep while playing bridge. . . . Mrs. H. played for us on the piano; small, quiet things that could annoy nobody. It certainly in no way disturbed the snap party. She played the Pilsner song from Tannhauser, some Chopin preludes, small pieces by Grieg and Glazounov, also two songs of her own. She is frightened, ill and tired, but with her black, untamed hair and half-black, half-anxious Irish eyes, she is strangely attractive. She regards her large husband with adoring terror and Mary has found in her a sympathetic soul.

We have another pianist on the ship. Yesterday we spent the forenoon in Valletta harbour, and in the lounge when nearly everyone was gone, M. quietly approached the piano. One might say that he approached it furtively, but that the red face under his shock of red hair is not subject to any expression, except when it wrinkles labouriously into a smile. He laboured on Chopin's most hackneyed nocturne (Opus 9 No. 2) stopped in the middle, began Beethoven's Pathétique sonata, stopped after the exposition, completed the movement and about half of the rondo, went on to part of the Appassionata, and so on with a number of things, while his young wife, a charming and respectable little woman, sat in a chair with her legs over one of the arms and explained that was the way with her good husband. When he hears a good piece of music he says "Yes that's awfully nice," and takes it

away to learn it (presumably, in some kind of sound-proof chamber) for a month or so. But he cannot read at all.

I search in vain for a tasteful definition of his falling. He is a studious young man with a fondness for mathematical philosophy, yet what an arid waste of education stretches behind him. There arises a picture of faithful toil, day after day on some class-room piano, a well-fed but badly paid German master grumbling in the back-ground. I have no doubt that he "studied" but one classical movement throughout the term, only relieved by a couple of appalling exercises. The wonder is that a love of music, or for that matter, of any art, can survive such treatment, for there is no doubt that the dullest brains in the educational world have only too often the strongest wills, and impose their own terrible rigour on the destinies of their unfortunate pupils. The lives and passages of the great are as nothing to them. How many teachers of music would think of intruding into a music lesson such a fragment as I found the other day, in a footnote to Mr. Ashton's fascinating book, "As I passed on my way."

Berlioz, walking one day with Mendelssohn near Rome, troubled M. by some rather heterodox language. Soon afterwards, the good M. ran down the hillside below the road to pick some flowers, and, tripping over a stone, fell with a sprained ankle; to whom Berlioz from the road above; "Voyez donc la providence. C'est moi qui blâmerais c'est vous qui tombez."

I venture to think that the contemplation of this little yarn would have done our young student more good than two hours search for perfection on the keyboard.

I found the above book, by the way, in a Hongkong library. I shall have some more to say about Hongkong libraries at a later date, but I can here and now relieve your mind of any anxiety in the matter of literary starvation. Before we left London we were full of schemes for having a regular supply of books sent out to us, having heard of the troubles of various friends previously posted to the ends of the earth. Here it is quite unnecessary. Provided you can do without your "midday Wallace," there is sufficient literature, both entertaining and instructive, to satisfy even Mary, who absorbs a book in a couple of nights (and forgets it again in a couple of days).

"SORRELL AND SON."

BIG FILM COMING NEXT WEEK.

With beautiful exterior scenes specially filmed in England, the big screen version of Warwick Deane's story of England after the war, "Sorrell and Son," comes to the Queen's Theatre on Wednesday.

The picture follows closely the original story, and the opening scenes find Captain Stephen Sorrell, returning from the war to M.C., discovering his pleasure loving wife in the act of running away. With his young son to bring up, Captain Sorrell sets about getting work, but in the end he is compelled to accept the position of hotel bar porter. How he "carries on" for the sake of his son, whose future is his chief regard, makes a wonderful story. Produced by Herbert Brenon, famous as the director of "Peter Pan," "A Kiss for Cinderella" and "Beau Geste," the picture has a big cast led by such capable players as H. B. Warner, Anna Q. Nilsson, Carmel Myers, Lionel Belmore, Nils Asther and Alice Joyce. "Sorrell and Son" is a long film and performances start promptly each day at 2.30, 6.00, 7.15 and 9.30.

POEMS THAT LIVE.

THE BANKS O'DOON.

Ye flowery banks o' bonnie Doon,
How can ye blame me fair!
How can ye chant, ye little birds,
And I am fa' o' care!

Thou'll break my heart, thou bonnie bird,
That sings upon the bough;
Thou minds me o' the happy days
When my fause love was true.

Thou'll break my heart, thou bonnie bird,
That sings beside thy mate;
For aye I sat, and aye I sang,
And wistna o' my fate.

Aft hae I roved by bonnie Doon,
To see the wogblin twine;
And ilka bird sang o' its love,
And aye I thought o' mine.

Wi' lightsome heart I pu'd a rose
Upon a morn in June;
And aye I flourish'd on the morn
And aye I pu'd o' noon.

Robert Burns.

TO-DAY'S FILMS.

"THE GARDEN OF EDEN" AT QUEEN'S.

"The Garden of Eden," which is showing at the Queen's Theatre for the last time to-day, is an excellent comedy drama of a little Continental cabaret singer who poses as the daughter of a baroness and enters the smart society of Monte Carlo where she meets and falls in love with a handsome young man. The settings of the picture have been well carried out, while the photography introduces some new camera effects, which have been done in full natural colour. The large cast is headed by Corinne Griffith, Lowell Sherman, Louise Dresser and Charles Ruy. "The Garden of Eden" was directed by Lewis Milestone, who produced "Two Arabian Knights."

World Theatre.

"The Lone Eagle" featuring Raymond Keane and Barbara Kent, is a thrilling story of war in the clouds, and deals with a young flying officer whose fear prevents him from taking part in air conflicts, but who, through the efforts of his little French sweetheart, finally overcomes his dread, and becomes a real hero. The story was written by Lt. Ralph Blanchard who saw active air service with the British Forces during the war. The climax is sensational.

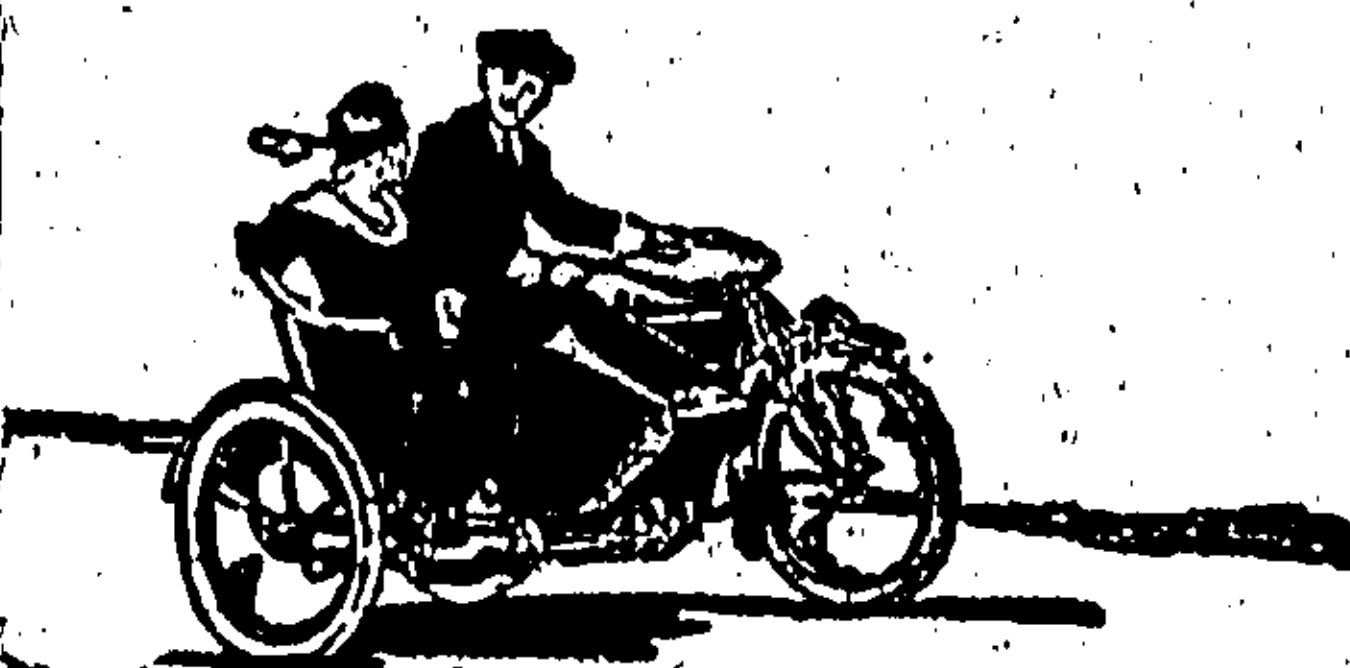
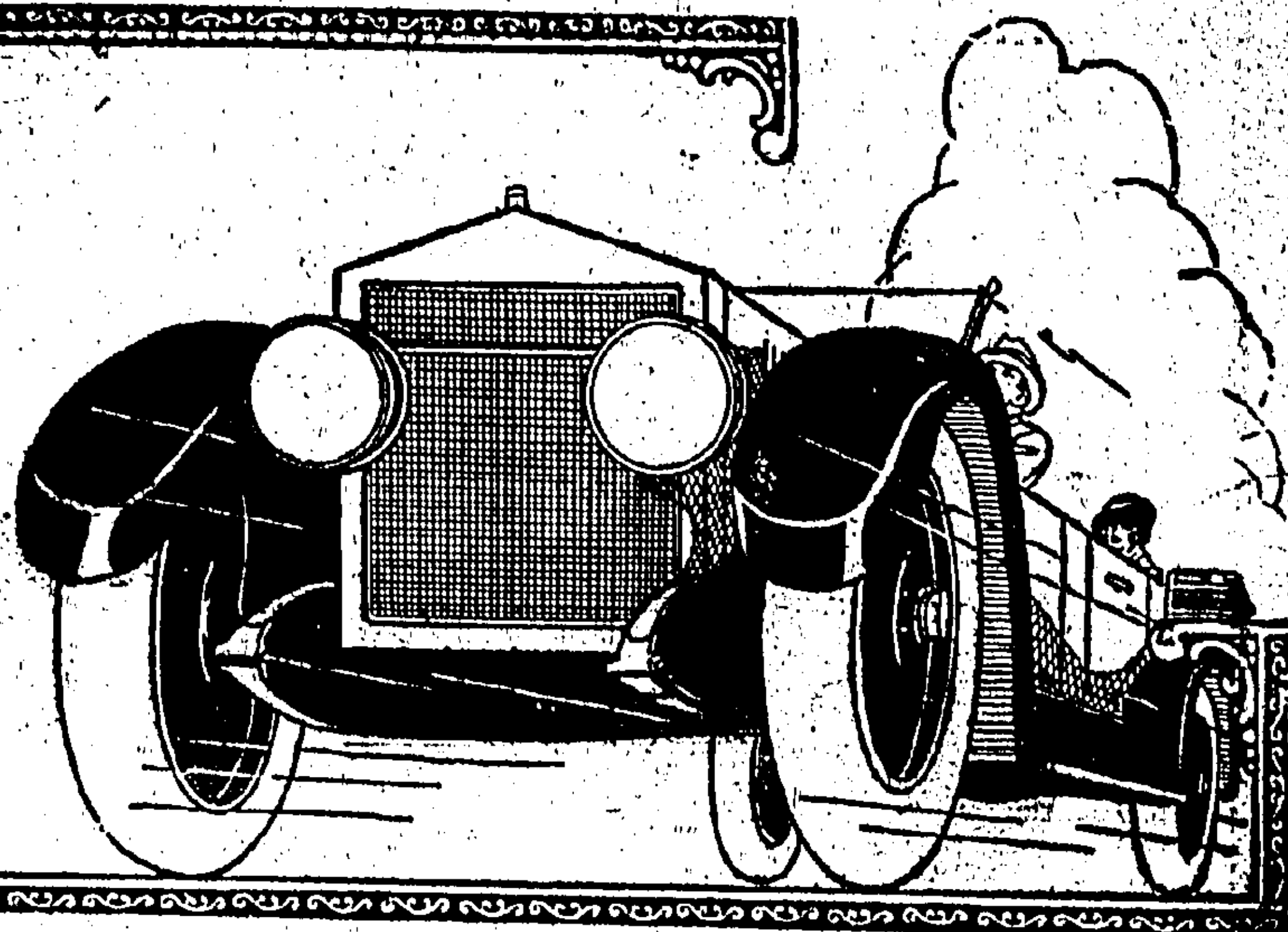
Star Theatre.

"Three Weeks in Paris" is an amusing story of how a newly wedded husband becomes separated from his young wife and, in company with a jovial man-about-town, "goes off the deep end" in Paris. During his stay he lands himself in jail after a duel, and on his release finds himself in further difficulties, by virtue of the fact that he is officially dead and his wife has actually drawn the insurance money. Matt Moore, Dorothy Devore and Willard Louis are othly Devore and Willard Louis are included in the excellent cast, which was directed "by Roy del Ruth."

The establishment of a theatre for the production of Charles Dickens's works in the United States is one of the aims of the American Dickens League, which has just been incorporated.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY 12th MAY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION. □



CURRENT COMMENT

Ill-chosen Time.

It is not as a rule that one is given to grumbling about the repair of road surfaces; rather does one welcome all instances of it. But there does at times seem to be a lack of thought or appropriateness about the work of our P.W.D. At the present time there is a very fine road widening improvement being carried out at the Naval Hospital and it is inevitable that the carrying out of that improvement should necessitate workmen taking up part of the width of the ordinary roadway. The road, in the circumstances, has become dangerous and narrow. And the astounding fact is that a road-mending gang of the P.W.D. descended upon that narrow piece of roadway on Wednesday morning, roped off half of its width and commenced to peck up the surface and relay it. There were a few small pot-holes, it is true, but we do suggest that they might have been left (as they had been for months) until the work of widening was completed. Instead of which, a dangerous corner was made much more dangerous; a narrow road was made much more narrow; and drivers of motor and other vehicles were very unfairly penalised. There could have been no more glaring example of lack of consideration, or, one might add, the absence of intelligent thought. One wonders in whose hands is left the making of a decision like that now referred to, because it is obvious that the individual concerned needs a better appreciation of the fitness of things.

Taxicab Service.

The new taxicab service of Clyno cars will be commenced on June 1st, and, judging by the expressions of approval and praise that have been made by those who have been privileged to enjoy a "private" trial run, the cars are comfortable and satisfactory in every way. Four more cabs have arrived during the past week, making six out of the initial order of ten, and the remainder are expected in a few days. The cabs have been uncrated and made ready for the road by the Motoring Department of Messrs. Lane, Crawford, Ltd., and the decision not to start the service until the end of this month is mainly on account of the fact that the cabs will not be handed over to the drivers of the New Taxi Company until the importing company is fully satisfied that they are in thorough-going order. This is the kind of service which is essential to a well-operated fleet.

Repair Needed.

The results of the Government's recent policy of economy are to be seen on the roads of Kowloon and along the coastal road to Castle Peak, for there is no gainsaying the fact that they are, generally speaking in bad condition. Work is now in progress along the stretch which runs from Castle Peak to Un Long and a very good job is being made of it. But it is to be hoped that the Government will be able to find enough money to undertake a lot of resurfacing on the stretch between Kowloon and Castle Peak for there is much that needs early attention. Very little money has been spent on the road during the past two or three years and it is inevitable that with the growth of traffic its condition is rapidly going from bad to worse.

New A.A. Members.

The following new members have joined the local Automobile Association since the last list was published:

W. Anderson.
J. Crookdale.
G. B. Dunnett.
H. Owen Hughes.
G. A. L. Kay.

P. E. Knight.
B. J. Lacon.
V. T. Low.
C. S. Rossetti.
E. P. R. Sample.
J. H. Seth.
A. E. Stone.
A. Urquhart.
P. L. Williams.
Mr. Justice Wood.

A. A. Service.

The very fine service which The Automobile Association at Home gives to its members is always being extended, and the latest news item to be sent us by the head office states that the A.A. has arranged for a week-end wireless road report to be broadcast from 21.0. This will be broadcast on Friday evenings and will give information on road conditions throughout England, Wales, Scotland and Northern Ireland. The value of such information to those contemplating week-end tours will be very great indeed.

Road Unfinished.

It is a pity that the road leading from the road at Wong Nei Cheong Gap to Tai Hang has not been completed. There is just one portion at the Tai Hang end left unfinished with the result that the remainder of the road is of no use whatever at present. With the unprecedented growth of motoring here, one would like to see the Colony's roads extended as much as possible, and the road under notice would no doubt be in frequent use. It is to be hoped that the work will be continued in the near future.

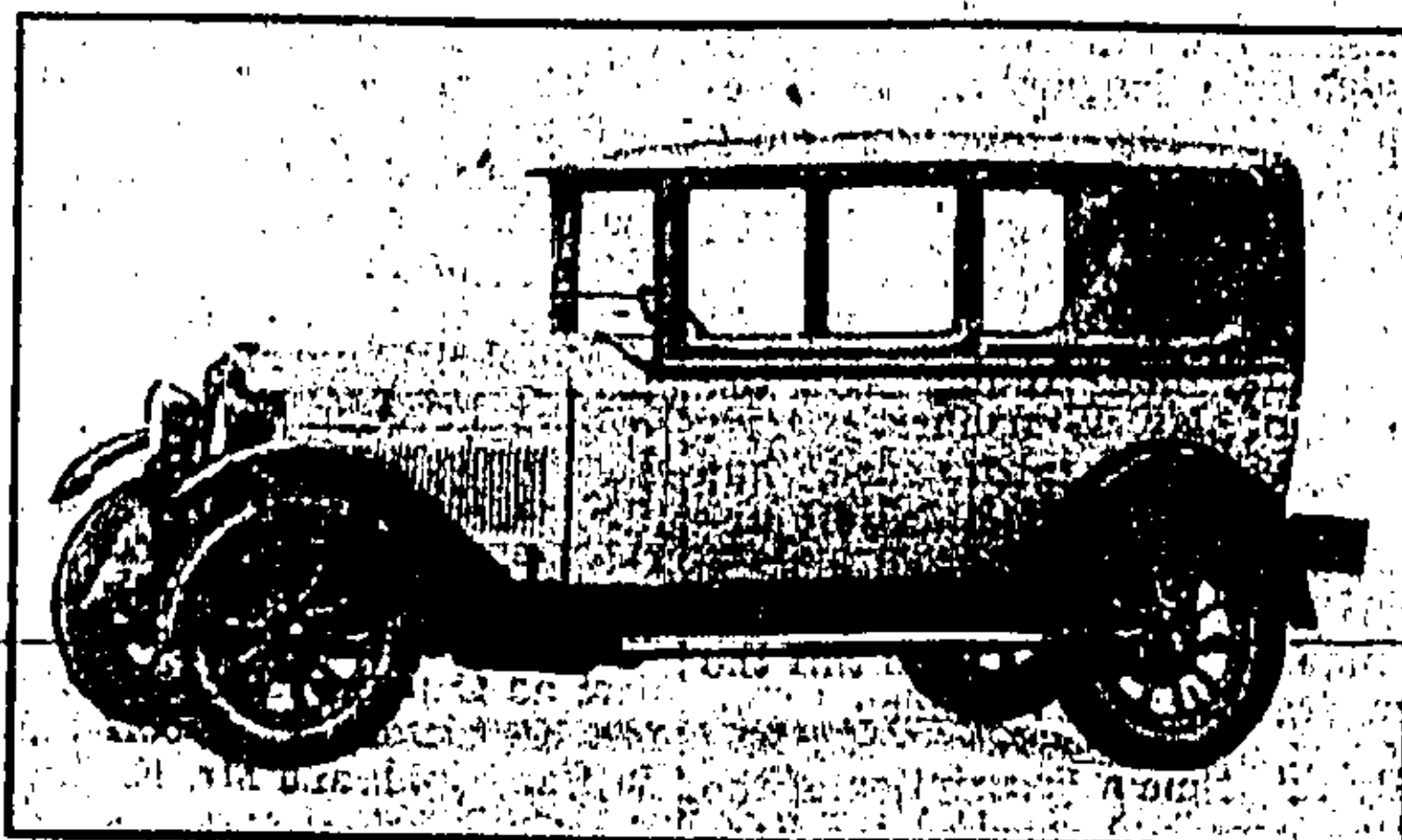
Dimming in City.

Although many motorists dim their lights when approaching traffic posts at night so that the pointsman can see clearly to signal them there are some local drivers who extinguish their lights completely. This is a dangerous practice and, further, one that is liable to lead them into trouble for failing to have lights. As has previously been stated, it is quite safe to drive in most parts of the city at night with dimmed headlights, and if this were universally done it would be unnecessary for a driver to interfere with his lights at all when approaching a traffic post. It should also be pointed out that although cars at Home are permitted to drive with only one front light (on the off-side) there is a local regulation which stipulates that a motor vehicle shall exhibit two lights in front to show the width of the vehicle. Most British cars are fitted with lamps which show the full width of the car but many cars of foreign make are unable to comply strictly with this regulation because the lamps are placed between the radiator and the mudguards.

Damage by Hand Trucks.

If demonstration were needed of the great damage done to the roads by heavily-laden hand trucks then that part of Connaught Road West which lies between the Macao Wharf and Whitty Street provides it. Although this road is not used extensively by motor traffic there are numerous holes which make riding anything but comfortable. There is always a great amount of hand-truck traffic on this section and this is undoubtedly the cause of its indifferent condition. The handling of heavy goods in this cargo-working and storage part of the town is inevitable and it would doubtless pay the Government, when making up this road again, to use some specially hard-wearing substance for surfacing. The comparatively small amount of money paid in licensing fees for these hand-trucks is altogether incommensurate with the damage they cause.

NEW FIAT SALOON.



The new handsome saloon body seen above has recently been added to the famous 500 range of Fiat cars.

HOW ROAD RACES HELP.

Car Development.

[By Professor A. M. Low.]

Professor Low, the well-known scientist, who is a consulting motor engineer, here explains how the general motoring public benefit by road races such as that to take place in the vicinity of Belfast on August 18. *The Daily Mail* has offered £1,500 in prize-money.

That there are people who did not appreciate the Home Secretary's words when he compared Captain Malcolm Campbell with Frodo and Drake shows that record-breaking is not quite understood by the public.

The descendants of those passengers who used to state that all speed on land, sea, or water was dangerous may be heard to remark, "Who wishes to travel at 200 miles per hour? I think twenty is quite enough."

How would such persons enjoy a drive in a motor-car of which the maximum speed was the legal limit? The experience would be a torture. The car would be lacking in acceleration it would be most uncomfortable, and, above all, it would possess no reliability.

The modern small car, with its high efficiency engine, is the direct outcome of speed competition. Regulations are made for motor-racing events specifying definite engine capacity as the maximum. Designers concentrate upon the production of an engine which will give maximum power for size, and the result has been a small engine which now enables four passengers to be propelled along the road faster

Twenty-four Hour Service.

The special Night Service recently instituted by the Automobile Association at Home, to assist members during the night in connection with emergency calls, has been called upon by a large number of motorists. Among examples of special assistance rendered are:—

A firm in the West of England having despatched one of their vehicles, discovered that the driver had been given the wrong destination. The A.A. was asked if it were possible to stop the driver. Within forty minutes, by the aid of A.A. telephones, and road patrols still on duty, the driver was found, and instructed to communicate with his employers.

A lady member, late in the evening, asked an A.A. patrol to obtain a driver to pilot her through a town. The A.A. headquarters was able to arrange with an appointed agent in the town to meet the lady, and to render the assistance required.

A number of members approaching the outskirts of the Metropolis have been provided with pilots to take them into or through London. While a member was driving after dark, his car lights failed. He telephoned for assistance; the Association communicated with a nearby garage, and a mechanic was sent out to put matters right.

£250,000 CARS IN PERIL.

Brooklands Fire.

During the Easter motor race meeting at Brooklands, Weybridge, a fire broke out in one of the great car parks where spectators' motor-cars were housed.

A cry of "Fire" sent car-owners hurrying to get their vehicles out of the danger zone. The fire, which started in an open car, was believed to have been caused by a spirit-stove used for picnicking. Another car with a fabric body was quickly involved, and as the wind was blowing in the direction of hundreds of other cars there was a general alarm.

Fortunately Brooklands is well stocked with fire extinguishers and officials quickly extinguished the flames.

About 1,000 cars were parked in the enclosure, valued approximately at £250,000.

Needs no License.

William L. Dill, although commissioner of vehicles in New Jersey for 13 years, has never had a driver's license. He has owned several makes of cars during that time, but all the driving has been done by a chauffeur or members of his family.

and with greater reliability than was accomplished by the 40-h.p. roaring monsters which ate up road, tyres, and petrol 20 years ago. The small engine of any racing car is reflected in the ordinary runabout. Its size made it possible to cut down petrol consumption and the cost of construction, and the smallness of the engine has been of immense benefit to the coachbuilder when providing the comforts of a modern saloon.

It is only because power has been the watchword of the racing manager that overhead valves have been fully tested and brought to perfection. Again, the twisting roads of the Continent and the need for rapid deceleration called for some better method of braking during a race. Hence front-wheel brakes.

It is essential in a race that control should be perfect, that steering should be light, and that skidding should be reduced in order that safety and absence of tyre wear can be relied upon. These very details have been produced in the whirlwind of racing, where methods of suspension have been tested until the smallest, lightest car can be reasonably comfortable upon the roughest roads.

Methods of carburation have been improved beyond all compare in order that engines may respond quickly to throttle movement and in order that comfort may be obtained for both pilot and the working parts of the car.

One great problem of the speed-man was always that of tyres. He provided himself with a four-speed gearbox to achieve acceleration, found that tyres were hard put to stand the strain, and introduced the detachable wheel to reduce delay caused by trouble.

FORD EXPERIENCE.

Knowing the New Car.

Absolute uniformity of service on the new Ford Model "A" cars and Model "AA" trucks is being maintained by the Ford Motor Company through a plan which involves the training, in the Ford plants, of ten thousand garage mechanics. For weeks the Ford branch plants, and the Detroit factories have assumed the character of a gigantic training school, to which every Ford dealer in the United States is sending one or more representatives.

This same plan is being followed by the Ford Motor Co. Export Inc. of Shanghai. During the latter part of May a service school will be opened in Shanghai for the training of mechanics. To this school the public will be invited and it should be of particular interest to all Shanghai motorists as it is the first attempt to introduce proper and especially designed repair equipment handled by trained mechanics.

This school for services men began with the training of superintendents and foremen of the thirty-six branch plants of the Company in the United States. Months before the Model "A" Ford car was introduced, these men from the branch plants were being schooled in the manufacture and assembly of the new car. They returned to the thirty-six Ford branches and immediately began the training of men for dealers in their respective territories. The men came in relays, each group as large as the branch plant could handle conveniently. The groups were purposely kept small, in order that the most intensive training could be given. Each man was put through the same course given the branch men at Detroit, and upon its completion was given a rigorous examination. This examination included many points about the car which might not be considered essential, from the service man's viewpoint. However, the Ford Company is requiring complete knowledge of the car on the part of every dealer's service men. Failure to make a passing grade meant that the man had to take the entire course again. If he failed a second time, he was sent back to the dealer with the suggestion that he was not considered qualified to give Ford service; whereupon, the dealer was required to send another man for the next training school session.

This requirement for trained service men extends to every Ford dealer no matter how small his establishment may be. Many dealers have sent two or more men to the branch for training. Upon passing the factory examination, these men returned to the dealers shops and passed on to the entire shop organisations the same careful instruction given at the branches. Contributed.

CADILLAC SALES.

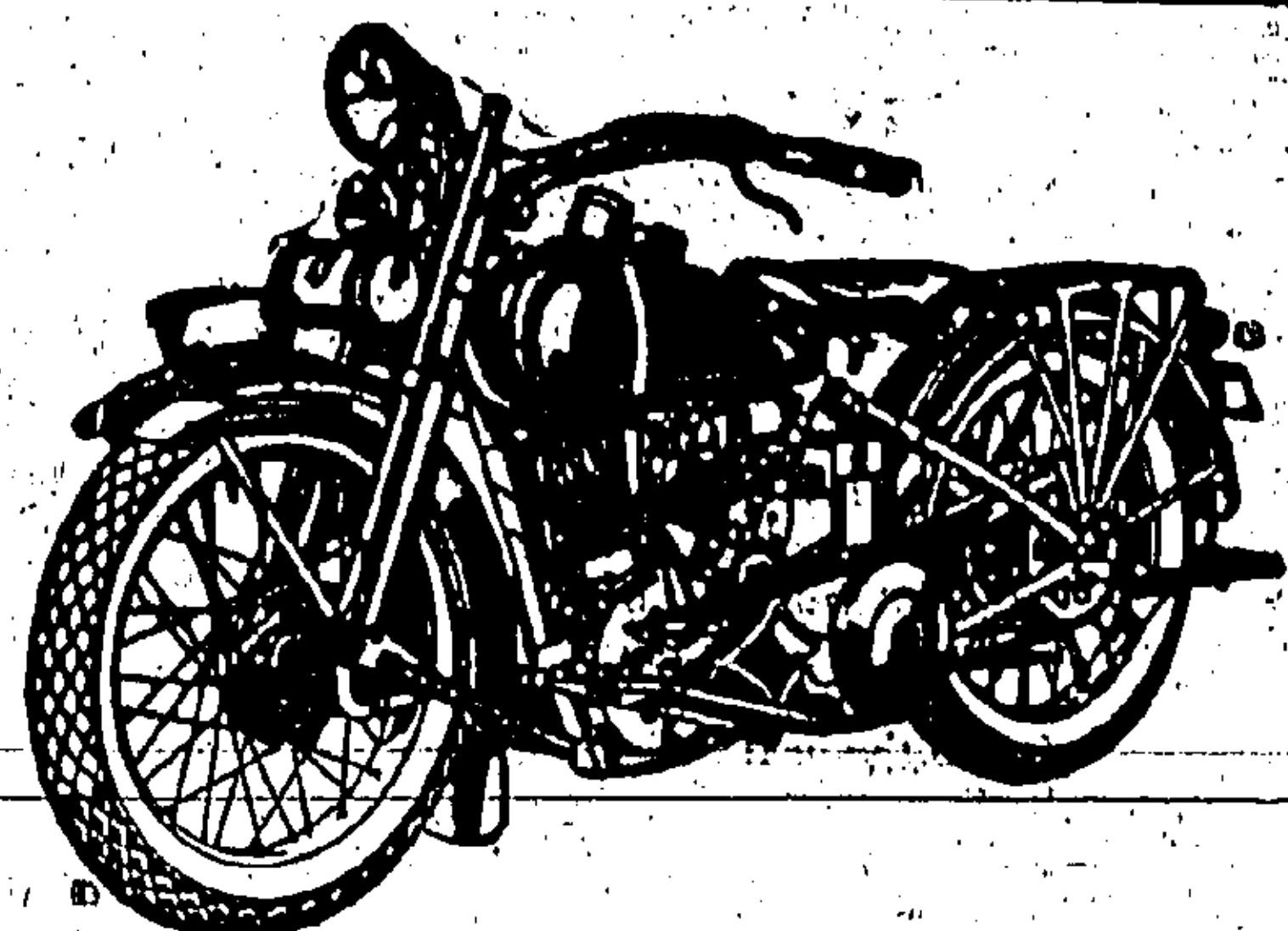
A New Peak Reached.

Production of Cadillac and LaSalle cars during the first quarter of 1928 attained a new first-quarter peak of 10,884 units, as compared with 7,056 cars during the first quarter of 1927, a gain of 54.2 per cent. Shipments for the same period were 10,406 units as compared with 7,516 in 1927.

Shipments for the month of March were 4,526, surpassing the biggest previous month in the company's history, which was March, 1927. Deliveries will exceed those for the same period of 1927 by approximately 3,983 units, a gain of 68 per cent. over over the same period of 1927.

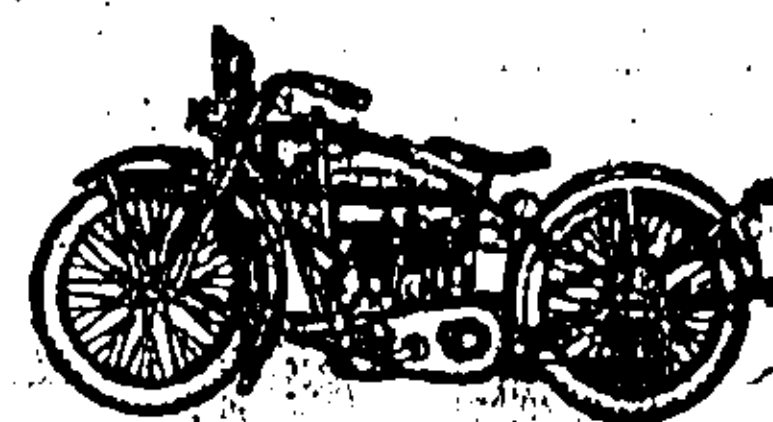
Export shipments during January, February and March of this year totalled 1,020 units, a gain of 555 cars, or 179 per cent. over the same period of last year.

Production of Cadillac and LaSalle cars is running approximately equal and unfilled orders are 83 1/2 per cent. above the high mark of 1927.



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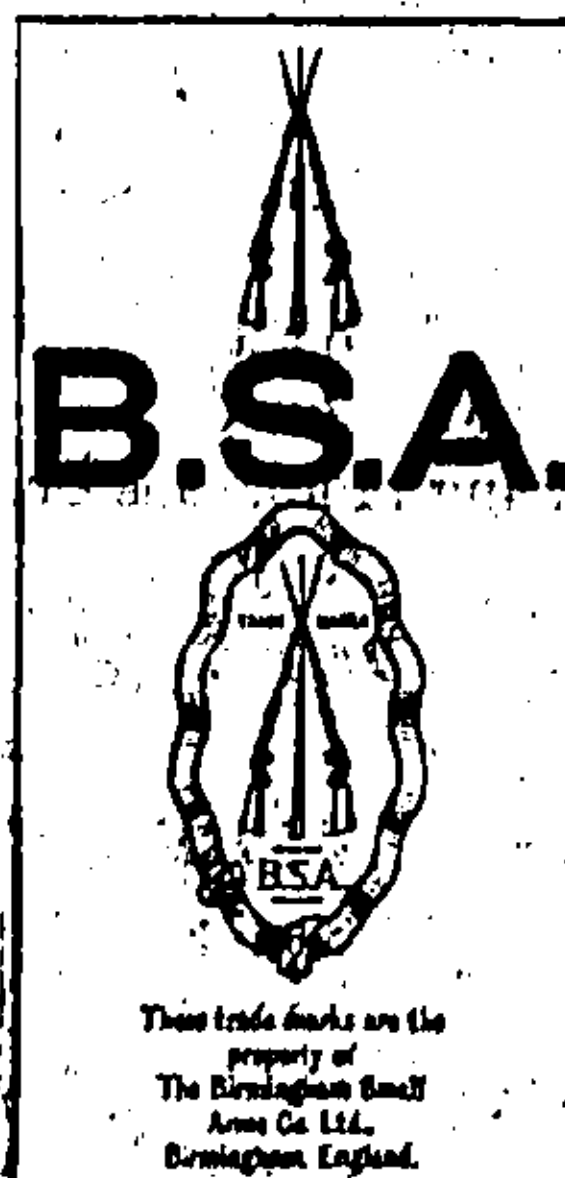
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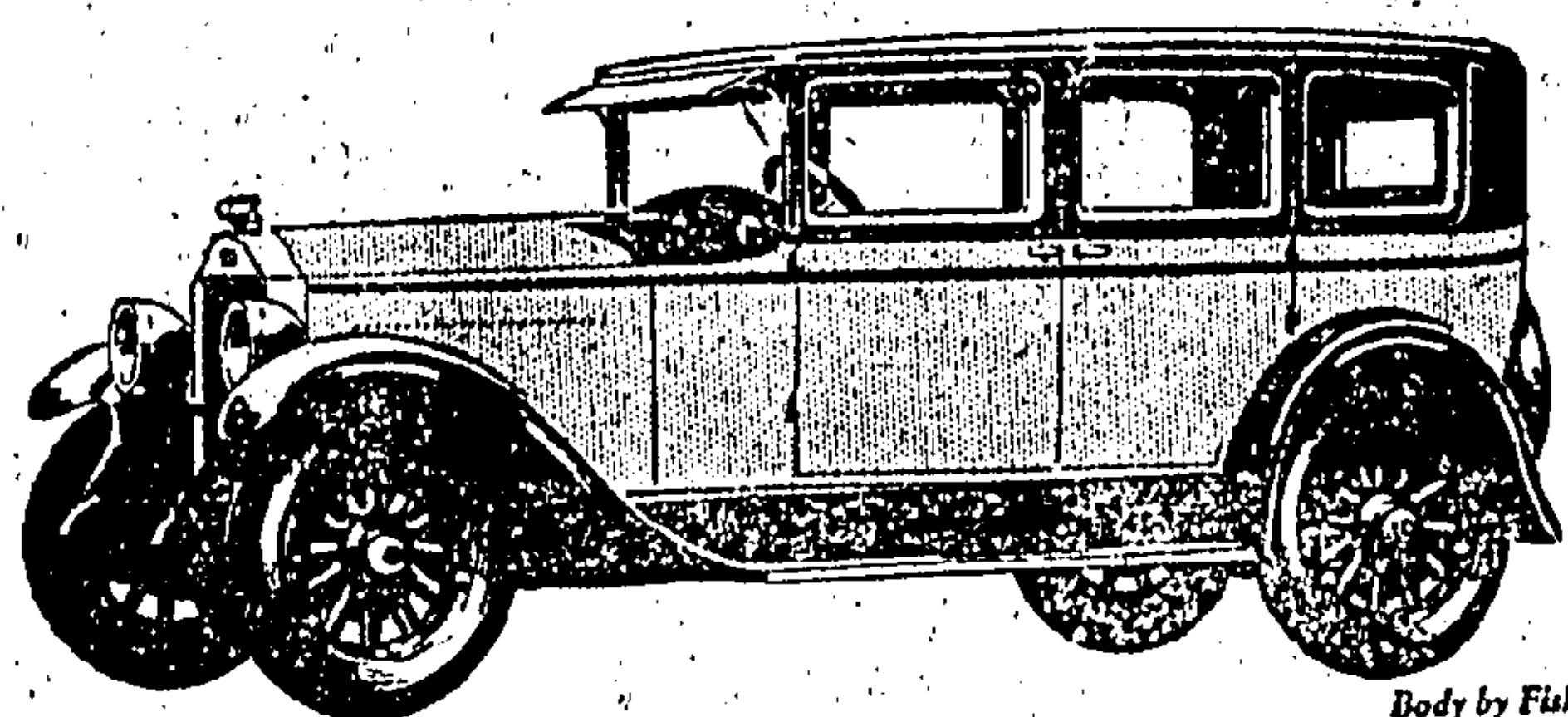
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Kowloon Motor Bus Co.	2-16 passenger Buses.
Nam Hing Motor Bus Co.	1-12 passenger Bus.
H. Ruttonjee & Son	1-30 cwt. Lorry.
Asiatic Petroleum Co.	1-30 cwt. Lorry.
Dodwell & Co., Ltd.	1-Ton Lorry.
"Nestle Chocolate"	1-Ton Delivery Van.
Cheung Mei Bus Co.	1-30 cwt. 6 Wheeler.
Nam Hing Motor Bus Co.	2-18 passenger Buses.
Sincere Company	2-30 cwt. Trucks.

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Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Char-a-banc for 18 passengers	620
Type Z. 6 Char-a-banc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only, equipped with 32" x 4 1/2" tyres	£538
Chassis with War Dept. type Body	626

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MOTOR BANDIT HUNT.

Succession of Cars Stolen.

Tonbridge, April 9th.—The theft of a motor-car at Peckham, S.E., last night had a dramatic sequel to-day.

It involved the theft of three other cars, a cross-country chase by police and civilians from Tonbridge to Scotch Green, near Hildenborough (three miles), and another pursuit from Hildenborough to Sevenoaks (about seven miles). As a result five men have been detained, three of them after a struggle at Scotch Green and the others after a struggle at Sevenoaks.

After the car had been stolen at Peckham the police were notified over a wide area and early this morning five men were seen in it driving in the direction of Hastings. At Flimwell, a few miles from Tonbridge, the car skidded and ran into a ditch.

The occupants left it and walked to Brencley, where they took two cars from Tibbs Court Farm, the property of Mr. T. A. Wimshurst. In these they continued their journey in the direction of Hastings, but apparently they doubled back in their tracks and abandoned one of Mr. Wimshurst's cars.

When passing through Flimwell again they had trouble with the second of Mr. Wimshurst's cars, which was also abandoned, but another, which had been left unattended outside Flimwell church, while the owner was at early Communion, was seized and in this the men drove towards London.

By this time a description of the stolen cars had reached the Tonbridge police and constables were stationed at various points. At 8.30 two constables made an attempt at the junction of Shipbourne and London roads to stop a car which they thought had been stolen, but their signals were ignored and they had to jump aside.

A passing motorist took the constables into his car and went in pursuit. Five men were seen at Scotch Green, hurrying across a field. The car had been abandoned. A sharp struggle followed and both P. C. Daniels and P. C. Gosling were seriously injured. Their attackers escaped.

Civilian Aid.

The constables were brought to Tonbridge Hospital and the chase was taken up by Supt. Bennett and Det. Sgt. Robertson, who after a severe struggle, in which civilian aid was given, captured three men.

The police continued to scour the countryside, and eventually news was received that two men had been seen making for Sevenoaks.

Det. Sgt. Robertson and Det. Constable Richdale took up the hunt, with the assistance of Mr. Williams, a garage owner, and two men were stopped at the top of River Hill, near Sevenoaks, and after a sharp encounter were brought to Tonbridge police station. The five men, who are believed to have come from London, are now detained there.

RACE FOR STANDARD MODELS.

Big Event in August.

The R.A.C. has now completed the preliminary arrangements for their great road race to be held over a triangular circuit of roughly 13 1/2 miles outside Belfast on August 18 next, says a Home writer.

It will be for cars of any capacity from 750 c.c. upwards, that are obtainable by any member of the general public in the ordinary way of business.

They must be equipped with electric starter and lighting set, wings, screen, hood, a body of a type suitable for all weathers, and with comfortable seats. Saloon cars will be eligible. Two laps of the race will be run with the hoods up.

The total distance will be 400 miles, and the cars will be handicapped according to class and engine size, on an ingenious basis by which they will all start together, yet the first to complete thirty laps, credited to it before the start, will be the winner.

By this system the exact position of any particular car in the race can be ascertained at any moment without calculation, and the maximum spectacular effect will be obtained from the racing.

The winner will receive the R.A.C. Tourist Trophy and £1,000 in cash, while the second and third receive £200 respectively.

Being for cars that are catalogued and obtainable by the general public, the race will have real value to the lay motorist.

SPEED GIANTS OF SIX NATIONS.

Greatest Motor Road Race.

Six more entries, making a total to date of 53 cars, have been received for the great motor-car road race to be run under the auspices of the Royal Automobile Club near Belfast on August 18 for prizes to the value of £1,500 awarded by *The Daily Mail*. The last entries were three cars each from Italy and France.

No event in the history of motor racing has brought forward so many competitors. Even the Continental Grand Prix races, which attract vast crowds, have never been so enthusiastically supported as this the first road race in Britain since 1922.

The Grand Prix races are usually fought out between three nations, Britain, France, and Italy, but already the British road race has attracted entries from six nations, Germany, Austria, the United States, having decided to compete in addition to France and Italy.

The strong international rivalry has made the event of outstanding interest to motorists, not only in the British Isles, but in all parts of the world. Already accommodation in and around Belfast is being booked by visitors from all the foreign countries taking part.

No Continental road race of 1928 has so many attractive features as the British race. It will be a contest between the speed giants of six nations. The Continental drivers taking part have a wider experience of road racing than some of our own racing experts, but we have such drivers taking part as Captain Malcolm Campbell, Mr. Kaye Don, Mr. Woolf Barnato, Dr. Benjafield, and Mr. E. G. Eytan.

All these have taken part with conspicuous success in road racing, and all, as regards skill and pluck, are capable of competing on even terms with any of our rivals.

There have also entered for the race a number of young men who have yet to be tried out, but who may conceivably shine even amid such an array of brilliant talent. They anyhow, introduce new blood to this thrilling sport.

Italy is sending, among others, probably, Signori Campari Matterassi, both past masters in the art of cornering—and there are numerous corners on this interesting road course outside Belfast.

Drivers for the Bugatti team, officially entered by France during the week-end, have not yet been nominated, but they will be selected from the very best that England can furnish. M. Goutie, also from France, is bound to provide the spectators with thrills. He is one of the world's most dazzling road racing drivers.

A feature that is probably responsible for the enormous enthusiasm that the race has aroused, is the fact that only cars similar models of which can be bought by the public are allowed to compete. They will have to race with full equipment, including hood, self-starter, lamps, wings and so forth.

The race will settle the long discussed question as to which is the world's fastest touring motor-car.

"NO REVERSING."

Sting Taken Out of Traffic Rules.

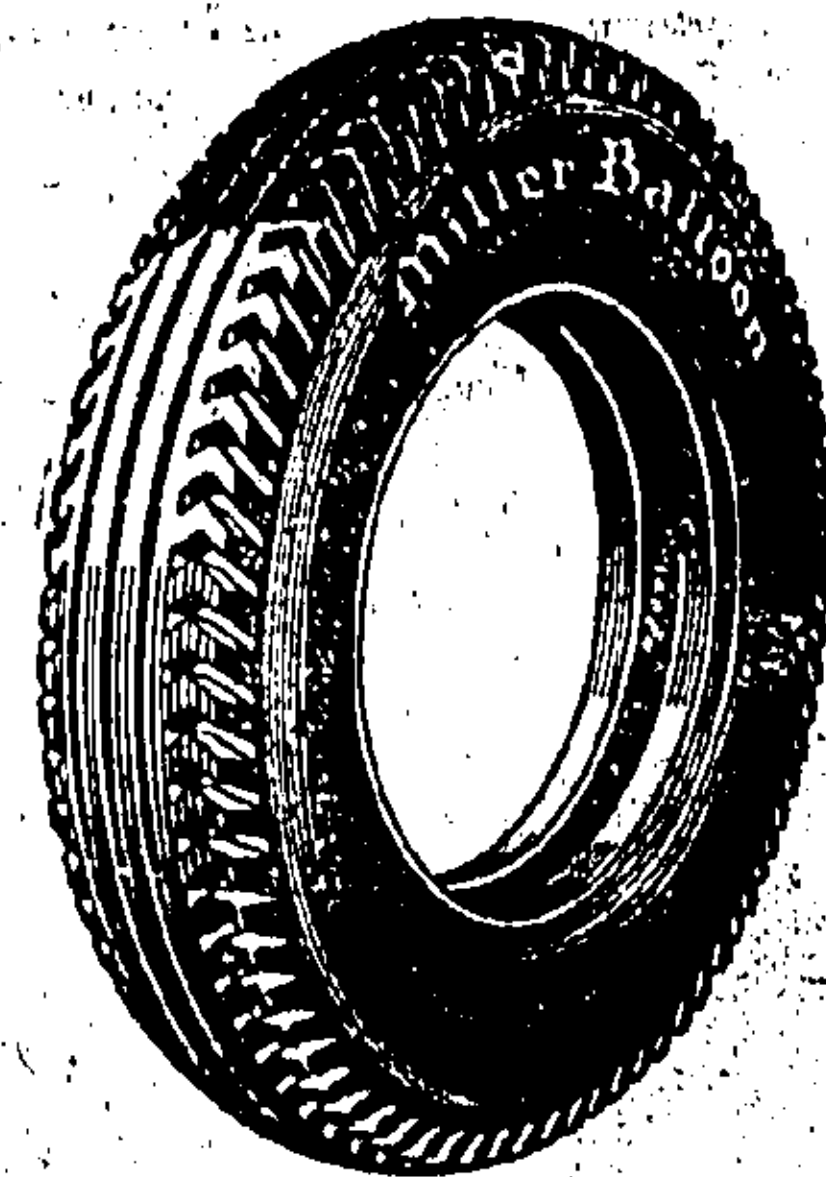
It is some weeks now since the much dreaded "No reversing order" was brought into force in Central London by order of the Ministry of Transport, but as yet there has only been one summons, and there is no sign of any others, says a Home writer.

As a matter of fact, all the sting has been taken out of the regulation as originally drafted, largely through representations made by the Automobile Association and other motoring bodies. It was originally intended that anyone who reversed a car for the purpose of turning it round, in the opposite direction within three miles of Charing Cross should be prosecuted, but after the Ministry of Transport had received objections the Order was issued with the proviso that during this reversing process no obstruction must be caused.

The result, of course, is that the police have to prove obstruction to obtain a conviction, and the motorist need have no fear if he reverses in an empty street, even if he is within the specified three miles. I have seen three taxicabs and a couple of private cars reserve to turn within a stone's throw of Charing Cross during the last ten days, but in no case could they be said to be creating an obstruction.

THICK AS THIEVES.

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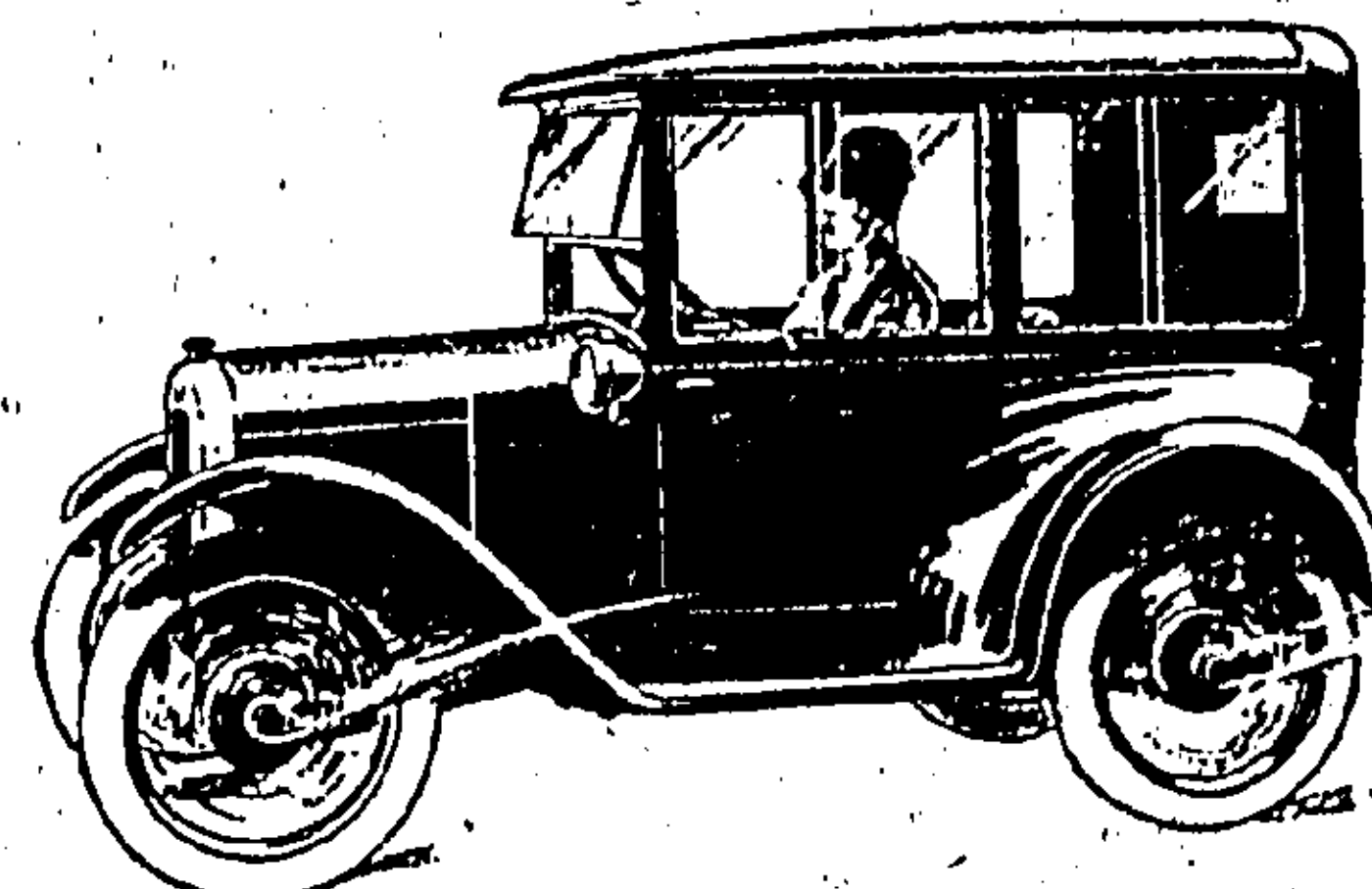
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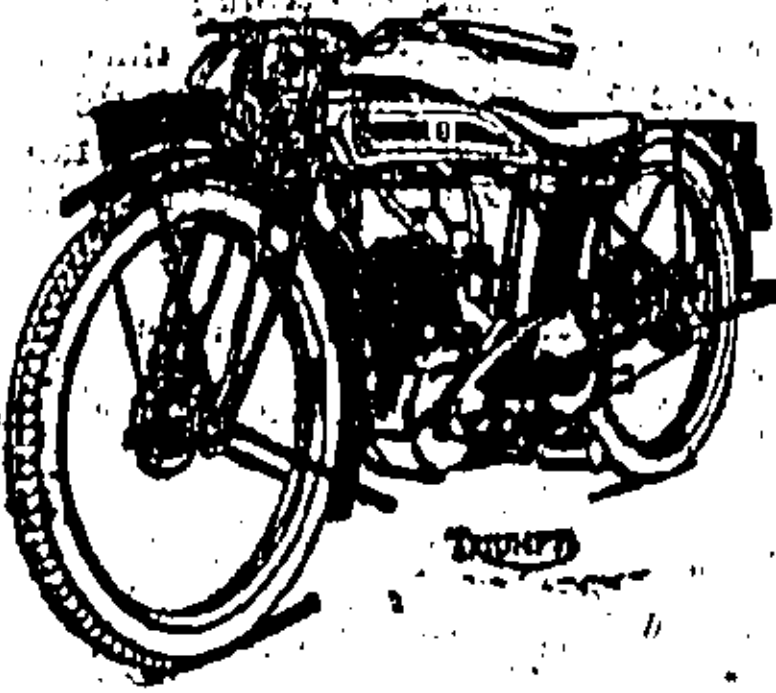
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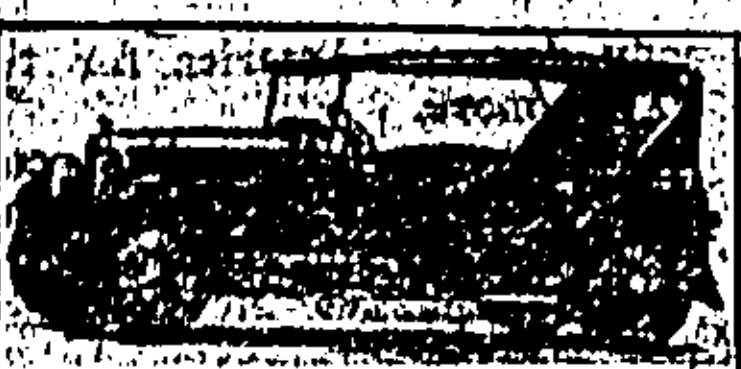
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CONTROL OF THE
THROTTLE.Arguments Concerning
Hand and Foot Control.

A number of accidents occurs every year in which the driver subsequently asserts that he inadvertently depressed the accelerator instead of the brake pedal. Consequently, it may be deduced that the manner in which the engine throttle is controlled is important to the safety of the car, while, of course, it also affects driving comfort to a material extent. Nowadays, everyone has become so accustomed to using an accelerator pedal for the purpose of throttle control that only a motorist of many years standing, or one accustomed to driving the (now obsolete) Ford model T, will recall the way in which it can be controlled by hand.

Of course, almost every car is fitted with a hand lever on the steering column interconnected with the accelerator pedal, but there is hardly an owner who uses the lever when the car is running on the road.

Hand Control for Safety?

The argument in favour of controlling the throttle by hand to promote safety is that the time interval required to shift the foot from the accelerator pedal to the brake pedal is obviated, as the driver can, if he wishes, keep his foot continually resting upon the latter. Then, should an emergency arise, he can immediately apply the brake while moving the throttle to a closed position by hand.

It is just this need for closing the throttle, however, which is apt to involve a driver in difficulties when he first decides to change over to hand control. The movement of the foot from one pedal to another, to which he was previously accustomed, automatically releases the accelerator and closes the throttle, so that the driver who changes over to hand control is apt to forget the necessary throttle-closing action; consequently, a valuable second or two may pass with the engine still pulling the car against the brakes before the driver remembers to move the hand lever.

After all, to a practised driver the time needed to move the foot from one pedal to another is probably in the neighbourhood of one-fifth of a second, and cannot be considered serious; furthermore, no one would wish to drive with one foot continually on the brake pedal, so that, in any case, time would be needed to move the foot up from the floor-boards. It therefore seems hardly worth while for a driver to change over to the hand throttle as a safety measure for general running.

However, the hand control should not entirely be neglected, as it can be made very useful on occasion. For example, when travelling on an extremely rough stretch of road, at a moderate speed, foot control is often irksome, it being practically impossible to avoid jerking the throttle open and shut in sympathy with the joggling movement of the car over a bumpy surface. This jerky action is also very wasteful of petrol, so that, in these circumstances, it is a good plan to use the hand control and remove the foot entirely from the accelerator pedal. Again, on a long main-road run the use of the hand control occasionally enables the driver to save himself fatigue.

Traffic Driving.

When driving in traffic it is often necessary to slow down on approaching a corner or when running up behind another vehicle, and this involves using the brake pedal, whilst the driver may wish, at the same time, to change down to a lower gear. Here it will be found very handy to use the hand control for the double-declutching process—the left foot working the clutch and the right foot applying the brake.

Then, again, when restarting up a steep hill, it will usually be found that a smoother get-away can be executed by holding the car with the brake pedal and accelerating the engine by hand rather than by use of the hand brake and the accelerator pedal; it may even be argued that, in any circumstances, a smoother start can be made by using the hand control, and it is interesting to note that drivers at the Rolls-Royce chauffeurs' school are taught to start cars in this way.

Standardizing Pedal Positions. If it be agreed that for general running a foot control for the throttle is the best and is likely to continue to be popular, then there is a strong case for standardizing the position of the accelerator pedal. The movement of the right foot becomes almost automatic, so that if a driver has for several years been accustomed to a central accelerator pedal he is likely to be very much at sea when

AN EPIC RECALLED.

The Conquest of the
Australian Desert.

The following notes appeared in the news paper *The Herald of Melbourne* the 22nd of November, 1926:

15 Flats from Perth to Melbourne
Perth, 22nd of November. Fifteen Fiat car owners will leave Perth on Saturday, December 11, on one of the most ambitious motoring tours yet organised in Australia.

The party will proceed overland to Melbourne, and some even contemplate motoring through to Sydney.

For weeks past the Fiat Club has been preparing for the big undertaking, and the committee now announces that everything is in readiness.

The problem of petrol supplies was solved by the Shell Company, laying down motor spirit and oil depots right through to Adelaide. The trip will probably be of great value, not merely to owners of Flats, but to all motorists who propose making the overland trip.

The valuable road information gained during the tour will be conserved for the benefit of future transcontinental motorists.

For every member of the touring party the trip across Australia will be regarded as a great adventure.

The raid announced by *The Herald* has formed—really the greatest motor car caravan journey which ever has been made in Australia, the distance to be covered being 5,000 miles and 6,200 for those who reach Sydney.

To this distance the following fact should be noted that from Perth to Adelaide the only road is through the Australian desert.

The travellers on Fiat cars 503, 501 and 505 F, started from Perth on the 11th of December, accompanied by the joyous wishes of the members of the "Automobile Club" and a week later they reached Adelaide. With an olympic calm those pioneers instead of furnishing us with details about the great crossing, limit themselves to give us a cold report composed only of figures and dates and completed by the assertion of the absolute absence of damages to the cars save the terrible massacre of tyres.

The photos sent us, trusty documents of difficulties overcome during the extraordinary journey, take the place of their silence.

The difficulties of the land, inundated by the pouring rains during the first part of the journey, the advance on the virgin bush, the desert and the old ships of the desert: the camels, the huge solitude, the anxious advance to find a sign of life, and at last the pleasure to arrive at a farm, outpost of civilisation.

From Adelaide to Melbourne then from Melbourne to Sydney was a perfect journey "according to scheduled time."

Our very silent travellers limit themselves to delight in finding, after so long, good roads crossing regions relatively people and well cultivated.

changing over to a car with a right-hand pedal. So long as he is thinking about what he is doing, the driver can get along tolerably well, but there will come a time in a sudden emergency when he will act instinctively and his subconscious mind will automatically impel his foot in the wrong direction, so wasting a second or two which may mean the difference between safety and disaster.

It is also, of course, very important that the pedals should be well spaced and also at a reasonable distance from any obstruction; in some cases they are so close together that it is difficult to avoid operating the two simultaneously, or the steering column or a body frame member comes inconveniently close to the pedal. Furthermore, it is an advantage if the heights of the accelerator pedal and the brake pedal from the floorboards are about equal so that the foot can be pivoted on the heel, and the toe can slide rapidly across from one pedal to the other.

Effect of Servo Motor. So many cars are now fitted with suction-operated servo motors for brake application that the position of the pedals becomes of unusual great importance. This is because the simultaneous depression of brake and accelerator pedals is a very serious matter when a servo motor of this type is employed; not only does the engine give pulling power, but, in addition, the sudden opening of the throttle practically dissipates the suction which is relied upon to operate the servo motor. The driver who inadvertently depresses both pedals together is then producing practically no braking and full acceleration, unless, of course, he disengages the clutch.

SPEED TRAPS OUT
OF DATE.No Check on Wild
Drivers.

The greatest motoring holiday on record came to an end last night when "mile-long" columns of traffic filtered back into London along all the main arteries says the *Daily Mail* motoring correspondent in writing of the Easter holiday.

Easter motoring is the prelude to summer motoring, and one lesson emerges clearly. Unless the authorities take immediate steps to deal with the reckless road user the motoring season which is beginning will be marred by a still greater toll of deaths than was the case last year, when the situation was bad enough.

During Easter there have been two noticeable features in regard to traffic:

(1) A great increase in reckless, careless, and ignorant driving;

(2) A great increase in speed traps in straight, safe roads.

It is clear, as every experienced motorist knows, that No. 2, is no cure for No. 1. The time has arrived when the authorities should recognise this.

Driving to the common danger is an offence. It is not discovered by policemen lying in wait for inoffensive motorists on straight highways.

Police on the Move.

People who break the law by driving dangerously are on the move quickly, and if the police are to be effective in stopping these law breakers they must be on the move too.

Police traps, it is understood, are to be done away with under the Road Traffic Bill and driving dangerously is to be made a serious crime. This Bill was announced in 1924, then in 1926 and 1927, and now we are told that it may be passed in 1929.

But the need for immediate action is insistent. Why wait until 1929? How can we check the reckless road user who has made life on the roads so difficult this Easter for hundreds of thousands of decent people?

I suggest that local authorities should drop speed trapping at once and make serious war on the dangerous driver and rider. This should be done by police patrols using motor-cars. Two trained policemen in a fast motor-car patrolling the road would be far more effective than a host of police traps, and more economical. It takes three policemen to work a speed trap.

These police patrols could act under a code of rules drawn up, say, by the Home Office. For example, it is driving to the common danger to cut in, to pass other cars on bends or blind corners, to fail to give the recognised driving signals, to pass on the left of another vehicle, and so forth.

The police patrols need not act entirely of their own evidence. In every case of cutting in there are two innocent drivers who would be only too glad to assist the police in prosecuting the offender. The same applies in other cases, such as passing on a bend, where the innocent driver who is passed could be secured to give evidence against the offender.

Curb on the Reckless.

I am certain that if such a system as this, which strikes at the root of all the evil on the road at present, were adopted, it would have a most salutary effect. Even the presence of a police patrol say, on the Southend road during the busy hours, would put a curb on the reckless driver.

It would also be economical, as various local authorities could share the burden of running a police car, and a large number of police now engaged in the futile work of trapping innocent motorists would be relieved for other duties.

The police patrols, of course, would not confine its attention to motorists and motor-cyclists only, but it would also watch the reckless cyclist who, under the present conditions, never makes his appearance at the police court.

During a tour of the roads this Easter, accompanied by a *Daily Mail* photographer, I saw three road accidents.

The first was to a motor-cyclist who was following closely on a stream of motor-cars, when they had to pull up suddenly. The motor-cyclist crashed into one of the cars and broke his leg.

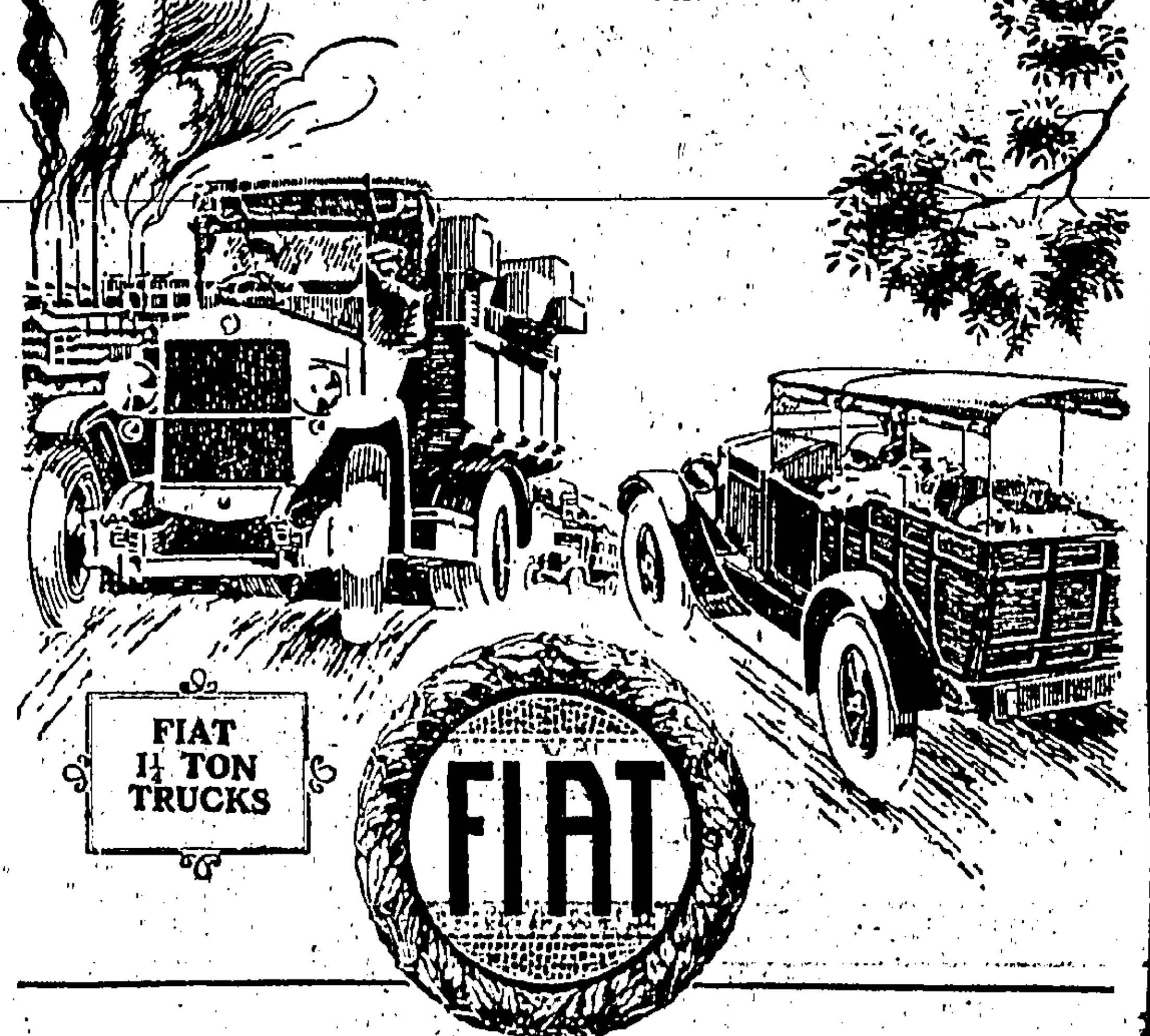
The second was to a motor-cyclist on the Great West Road. I heard a crash and a policeman asked me to fetch an ambulance. The third took place on the Portsmouth road.

FAULT OF BRAKES.

Should a brake grab or lock one wheel and run free on another, it will cause the car to skid on wet roads. It is imperative that you have your brake adjusted to avoid accidents. To be efficient, brakes must not drag. When bands are too tight they will heat up on a long trip, and if applied will not work properly.



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CAR-CAMPING.

Gipsy Life for Easter
Motorists.

Gipsy holidays was the choice of a record number of Home motorists this Easter, and will be this summer, according to manufacturers of camping equipment.

"Last year's sales showed a 30 per cent. increase over the year before despite the wet weather," one of them said in London in mail week. "This year the rush began early and we expect to do better still."

"The most popular thing with motorists is a 'cottage' tent, seven feet square and six feet six inches high. Complete with fly and poles, it weighs only 23 lbs., and is easily carried inside the car. It costs £8. For heavier equipment there are luggage trailers costing £28, with pneumatic tyres, and one kind, costing £46, has a tent covering big enough to have meals at a table under it and giving comfortable sleeping accommodation for two."

"An alternative idea for the motorist who wants to sleep where night overtakes him, without the bother of finding a suitable place for pitching a tent, or who wants to add to his camping accommodation without adding to the weight and bulk of the equipment, is the 1928 Bean car which, for five pounds extra cost, is fitted with seats for five which can be turned into beds for two."

If improvised sleeping accommodation is disliked, there is the caravan trailer. The smallest is little more than a bed for two on wheels, and it can be pulled easily by a 7 h.p. runabout. The biggest needs a high-powered car to pull it. It weighs six; it has a wardrobe, dressing table and inside lavatory, and it is practically a bungalow on wheels.

The smaller trailer-caravans cost from £2 to £4 a week to hire, according to the season, and £76 to

MOTORING IN SPAIN.

Foreigners and Driving
Licences.

Madrid, Apr. 9. The transport department of the Government has decided not to recognise driving licences held by foreign motorists unless other nations grant the fullest reciprocity to holders of Spanish licences.

A *Daily Mail* reporter was told by an Automobile Association official that he understood that Britain was on terms of full reciprocity with Spain in this matter. Negotiations had been in progress quite recently.

Foreign motorists entering England, it is added, are not compelled to take out a driving licence, providing they possess one in their own country.

buy outright. The 17-foot luxurious living-van costs £12 a week to hire and £360 to buy.

Three Pence a Night!

There remains the motor caravan proper, car and caravan being one. A caravan body can be fitted to almost any average-sized car at a cost of £86; but of course, the motor caravan de luxe can cost, all told, anything up to £2,000.

"There is no difficulty about camping sites," Mr. W. F. Little, secretary of the Camping Club of Great Britain, said. "Farmers usually charge three pence to a gillling a night and expect you to buy your produce from them. Some sites are free to our members."

"Busy? I am just inundated. Every post brings new members, and although I have no figures, I should say that most of them are motorists. There is no doubt that it is the motoring boom which has led to the camping boom. High prices in the hotels, of course, also lead people to try this healthiest of all holidays."

"WATCH YOUR
STEP."Accidents Result from
Carelessness.

It takes just a little carelessness to make an accident. Which is why the automobile accident rate remains high, despite sincere efforts of police officials, safety organizations and automobile clubs to educate the motoring public and keep injuries down.

Only very few accidents are due to downright recklessness. Motorists have more sense than that. But there are many little things the driver shouldn't do while at the wheel, but which he almost unconsciously does, that bring about collisions and injuries.

Distracting a driver's attention is a big factor in this item of carelessness. Both eyes and mind must be on the road ahead, or there's danger of accident. Both hands must be on the wheel.

Motorists should remember that there are many others on the road, and nothing can be taken for granted. Who knows what the other fellow might do next? Lack of attention and alertness, which is just plain carelessness, coupled with this over-present doubt, makes accidents.

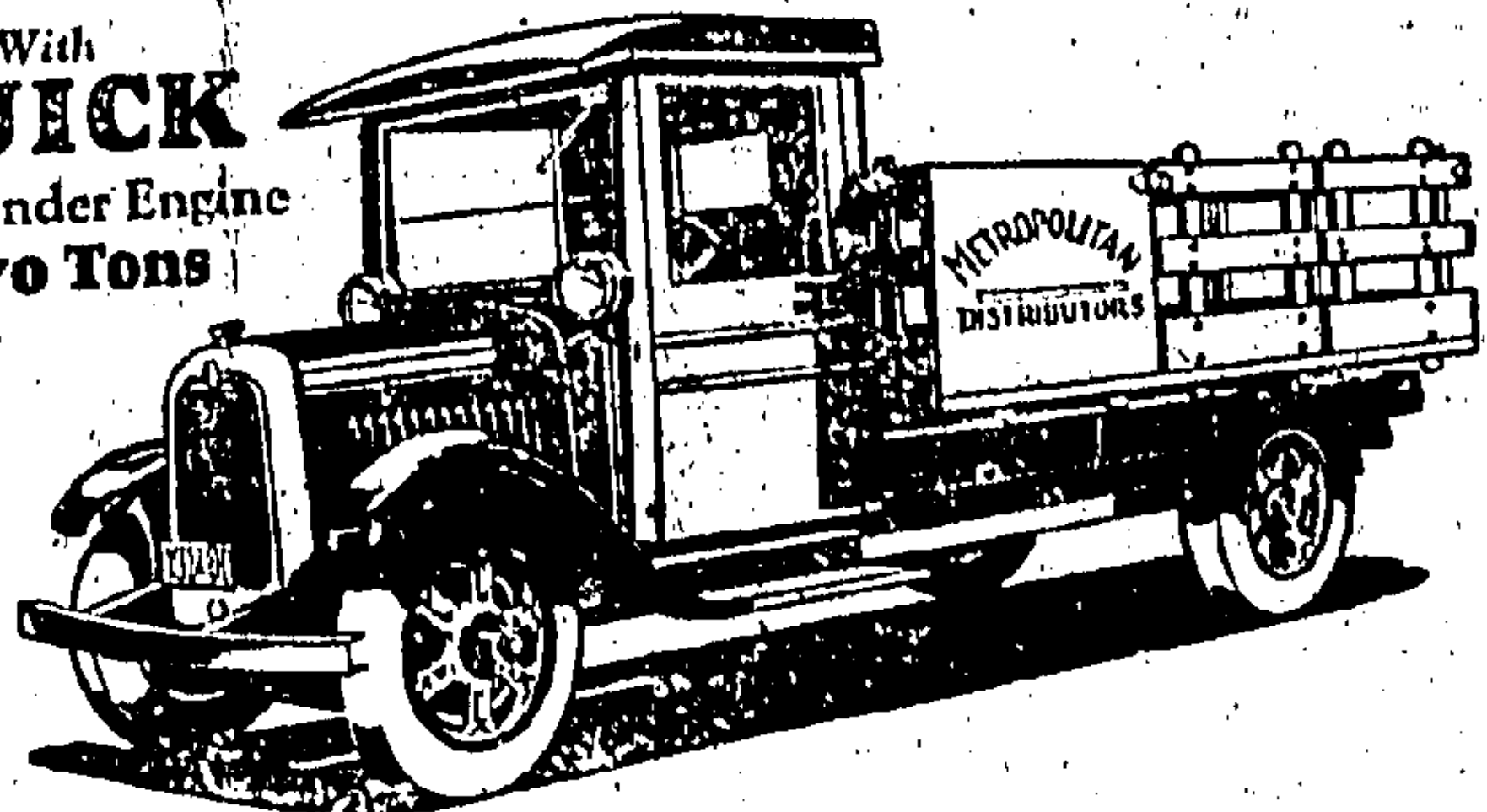
The rule is to "watch your step," and there will be no accident.

Paved Roads Cheaper.

A paved highway in U.S. saves a motorist 2.3 cents per mile, according to C. H. Sandage, former graduate student of the University of Iowa. A passenger car traveling between 25 and 35 miles per hour expends 9.3 cents on pavement and 12.6 cents on ordinary dirt roads. On gravel, the operating cost is 11.8; on the best earth, well packed by traffic, 12 cents per mile.

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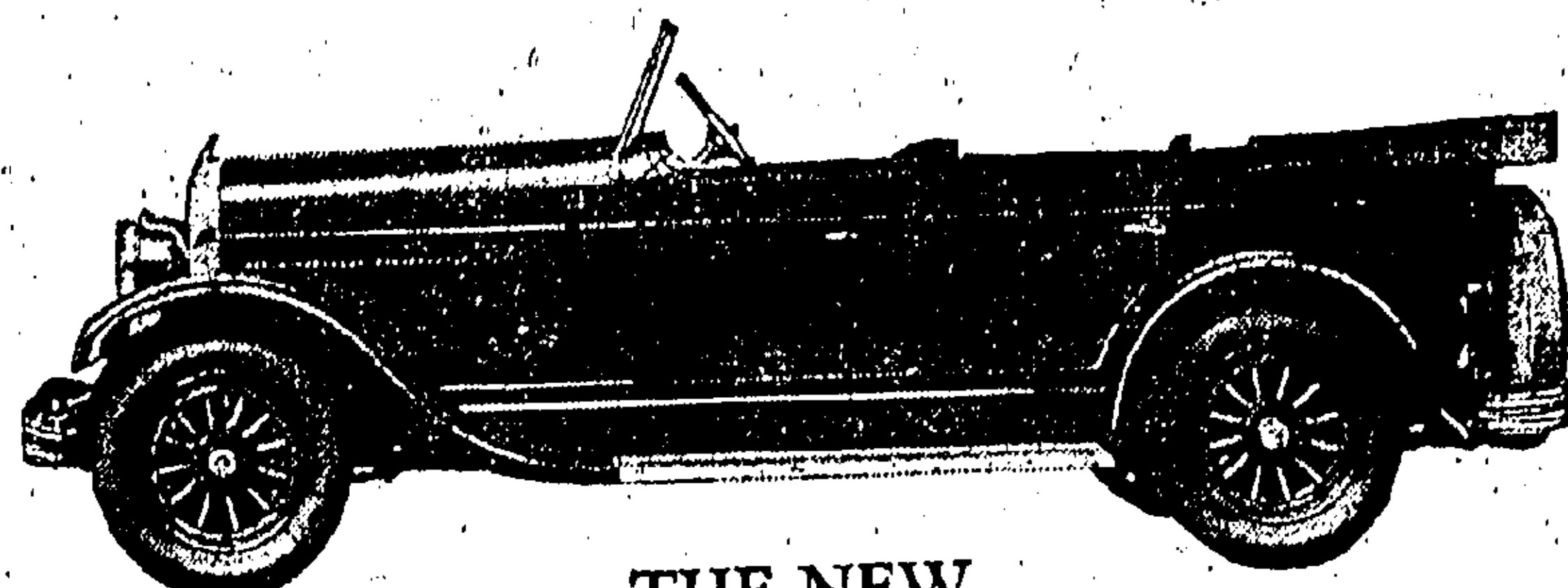
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(Seven-Seater)

Down to the smallest detail, this roomy, powerful, stylish Phaeton (with custom body) is an example of the Chrysler engineering genius at its full flower. Everything that the most exacting motorist could demand is found in this Phaeton as a matter of course.

Fleetness—72 and more undying miles an hour. Acceleration—a flashing surge that puts you at the head of all traffic. Endurance—a thousand miles is merely an incident in the life of one of these staunchly-built Phaetons. Proud owners are still at the wheels of their original Chryslers, built four years ago—many of them with more than one hundred thousand miles on the speedometer.

The "72" seven-seater Phaeton accommodates five adult passengers in the rear compartment and two in its ample front seat, with room to spare. Folding auxiliary seats are wide and restful, and so placed as to allow unhampered leg-room for the occupants of the well-sprung rear seat.

Harmoniously blended colours, snugly folding hood with bindings to match the durable, high-grade pigskin leather in which the car is upholstered. A long, low, fleet-appearing body, apparently small and compact, but seating seven adults in perfect comfort—surely a car you will be pleased and proud to own!

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CHRYSLER

ANOTHER FAMOUS HIGHWAY.

Along the Edge of the Pacific.



This fantastic rock formation in Depoe Bay, Oregon, is a sample of the unique sights along the Roosevelt-Redwood Highway in California.

Portland, Ore., April 3.—Out where the west ends and the tall trees meet the ocean, from the Columbia Highway to the Golden Gate, there is being erected a motor route along the Pacific Coast that will have few peers for scenic wonders. It is a combination of two highways—the Roosevelt Coast Highway of Oregon and the already famous Redwood Highway of California.

Of their combined 811 miles, 520 miles will be within sight or sound of the washing surf, often hundreds of feet above on rocky promontories, frequently upon the tide-ironed beaches.

In the north the fishing city of Astoria, a growing monument to the original John Jacob Astor, is equally as interesting as picturesque old San Francisco in the south. Between them there is a rare assortment of fishing, lumbering, farming, mining and shipping towns, with the ever-present tourist camp and hot dog stand.

To make her coast accessible to the world, Oregon is spending \$15,300,000, or \$38,000 a mile, for the grading and graveling of the Roosevelt Highway and the bridging of numerous inlets.

Good Fishing Centres.

The first 154 miles from Astoria takes the tourist through the ocean playground of the Pacific Northwest, a series of beaches at which half a million people play from July 4 until Labour Day. Seaside is the summer capital of the "Green Land."

Cannon Beach, "the uncut gem of the Pacific Beaches," with eight miles of the world's finest beach road, lies behind the guarding shoulders of Neah-Kah-Nie Mountain. And there is Tillamook, where the Pacific cheese industry centres, and Newport where deep-sea fishing is common sport.

Oregon is still building the next 112 miles, between Newport and

Lakeside, so the tourist crowd is forced to detour over the coast mountains into the rich Willamette Valley, thence south to Roseburg and back to Coos Bay and Marshfield, where the Port Orford cedar is cut and the myrtle grows native. This detour is smooth gravel and easy to drive.

At Most Westerly Point.

Southward, the Roosevelt Highway continues through a land sparse of population but rich in lore of the days of gold-crazed whites and suspicious reds. And, at the little settlement of Port Orford, the tourist finds himself on the brink of the United States, the westernmost town of the nation.

For the next 100 miles the highway is carved around rocky crags and timbered mountains and gradually passes from the fir and cedars into the redwood forests of California. At Crescent City the Redwood Highway begins. Eureka is the seaport of redwood land and, too, is rich in the romance of the Pacific.

The redwoods are the second largest trees in America, being surpassed only by their cousins, the giant sequoias of the Sierras. They reach heights of 300 feet and diameters of 15 feet and their wood is red and coarse of grain.

The last 300 miles lie through the coastal plains and westernmost ranges of California, with the ocean always less than 40 miles away. Through the redwoods, the highway follows the general path of the railway up Eel River from Humboldt Bay to Willits, and down Russian River over concrete pavement from Ukiah through Cloverdale and Santa Rosa to Sausalito.

Across the bay lies San Francisco, only ferry-time distant.

CHECKING CONSUMPTION.

More Studebaker Tests.

If petrol cost £20 a gallon it could not be more carefully doled out and the efficiency of carburetion, manifolding and ignition more accurately checked than it is during the course of a fuel economy test at the 800-acre Proving Ground of The Studebaker Corporation of America.

Elaborate instruments that measure every aspect of car operation have been developed and are used by Studebaker engineers to secure maximum power from every drop of petrol that goes into Studebaker and Erskine Six carburetors.

With a fifth wheel attached to the running board to make an accurate record of speed, gauges that measure the exact quantity of fuel used, and other devices to register acceleration, Proving Ground engineers are equipped to get the facts on which all engineering progress must be based.

Maximum efficiency, engineers state, is attained with the leanest mixture of petrol to air possible for smooth operation. But when

the layman says, "That ought to be easy," he overlooks at least half a dozen other factors, all of which have to be measured and compared in the Proving Ground engineer's constant search for the facts of performance.

High and low speed adjustment, idler adjustment on the carburetor, the setting of spark control, the exact instant when the spark should occur to secure maximum compression in the combustion chamber, the design of the combustion chamber itself, the various elements of heat control for the manifold, are only a few of the aspects of carburetion studied and constantly under test in Studebaker's great outdoor laboratory.

Often the amount of testing required before Proving Ground engineers will approve a new carburetor or even a minor change that might affect carburetion and petrol economy runs into more than a thousand miles of road work, plus hours of testing of the motor alone on a dynamometer block. This constant and unrelenting demand for the facts of performance is one of the primary reasons why Studebaker and Erskine Six drivers find their cars so economical in the use of fuel.

SIX- AND EIGHT-CYLINDER ENGINES COMPARED.

Leading Characteristics of the Two Types of Power Unit.

The tendency to employ a greater number of cylinders for the engines both of medium-priced and high-priced cars has been most marked during the past three years in Europe and in America. At one time the four-cylinder type of power unit held a predominant position in all car-producing countries, but it was seriously challenged by the six-cylinder engine in Europe from 1925 onwards, when the proportion of six-cylinder cars available on the British market was 30 per cent., whereas to-day it is 42 per cent.

Some Historical Notes.

In America the six-cylinder vogue commenced several years earlier and was followed by a considerable increase in the number of straight-eight engines, a type which first became prominent at the 9-litre Grand Prix of 1921, when it was employed on 11 out of the 13 starters. Duesenberg and Miller in America and Bugatti and Ballot in France were pioneers with straight-eight racing engines, and considerable work on this type was also done by the Fiat and Alvis concerns.

To-day the "straight-eight" has achieved such an important position in America as to be fitted to no less than 30 per cent. of the 1928 models available in that country, while the four-cylinder engine is used only on a few makes selling at very low prices, notably the Ford, Chevrolet and (American) Star.

In Europe the "straight-eight" was first employed in a touring car for sale to the general public by the Isotta-Fraschini concern and has since become quite popular for high-priced cars, but has as yet permeated only in a few instances to the chassis selling at moderate prices. However, a start was made in Great Britain a short time ago by the introduction of the Wolseley and Beverley-Barnes chassis, each of about 2½ litres capacity and selling at quite moderate prices, while in the high-priced field there are the two well-known eight-cylinder Sunbeam models. There were, in all, four new straight-eight chassis at the last Olympia Show of European manufacture.

From these brief historical particulars it will be evident that, while the four-cylinder engine has probably quite a long life before it for the chassis selling at a really low price, the remainder of the market is likely to become almost entirely divided between makers of six-cylinder and eight-cylinder cars, with considerable competition in prospect between these interesting types. It is therefore of interest to compare them in order to show just what are their respective advantages and disadvantages.

The Question of Balance.

The two really important qualities demanded of an engine to-day are flexibility and unobtrusiveness—that is to say, it must develop its power smoothly over a very wide range of speeds, so as to reduce gear-changing to a minimum, and must be entirely free from noise and vibration. It is, of course, in this second requirement that the six-cylinder engine scores so markedly over the four-cylinder type, as the reciprocating parts—pistons and connecting rods—are in well-nigh perfect balance with the arrangement of crank-throws at 120 degrees, which is invariably adopted. Consequently, a six-cylinder engine can be run up to a high rate of revolution without distress and turns over with marked smoothness at all speeds.

Flexibility and Unobtrusiveness.

The balance of the straight-eight depends upon the type of crankshaft employed, of which there are two leading designs; in what is known as the "2-4-2" type, the crank is now the more widely used, the balance of the parts is just as good as that of the six-cylinder engine, as that of the straight-eight is made but, despite assertions often made to the contrary, is no better. In the "4-4" type, an earlier form of crankshaft, known as the "4-4" type, the balance is actually not quite so good as that of a six-cylinder engine, but the distribution problem is simplified provided that two carburetors are used.

There is another source of vibration in an engine which is caused by the tendency of a lengthy crankshaft to wind and unwind like a spring under the fluctuating loads applied to the crankpins. This is, naturally, a little more troublesome in the "straight-eight" simply because the shaft is longer than that of a "six." However, so much has

been learned about the damping of torsional vibration by employing rigid shafts and frictional dampers of the Manchester type that the design of a straight-eight engine of moderate capacity does not nowadays produce any insuperable difficulties.

Piston Considerations.

Next there is the matter of the reduction in the size and weight of each individual piston and connecting-rod assembly attainable by increasing the number of cylinders for a given total capacity. This is an important matter, as at high speeds the most serious load on the bearings is that caused by the inertia of the reciprocating parts. It has been calculated that for an engine of 2-litre capacity running at about 3,500 r.p.m. the inertia force may be taken as 3,000 lb. for a four-cylinder unit, and will be about 2,100 lb. and 1,600 lb. respectively for a six-cylinder and an eight-cylinder unit. This shows quite an important advantage in favour of the "straight-eight."

At low speeds the "punch" delivered to the piston when each explosion occurs is naturally much reduced by using a greater number of cylinders.

The reduction in the size of each cylinder also has an important effect upon the compression pressure which can be employed without risk of detonation. Thus, if a certain fuel limits the compression ratio to 5 to 1 on an engine with a bore of 75 mm. or so, the same fuel could probably be employed with a ratio as high as 7 to 1 when the bore is reduced to about 65 mm. other things being equal. This means that the compression pressure can be increased and, as the explosion pressure increases in the same proportion, considerably more power is obtained from an engine of given capacity.

Increased Smoothness.

It can easily be shown mathematically that, owing to the way in which the horse-power rating for taxation purposes is calculated, the tax increases with the number of cylinders employed, although the capacity may remain the same.

Then there is the matter of the fluctuation in the turning effort applied to the clutch during each revolution; obviously, there must be fluctuations in the case of "big" engines driven by a series of explosions. The overlap of firing strokes in the "six" is considerably increased in the "eight"; in fact, in an eight-cylinder engine there are always two cylinders on the working stroke. This tends to increase smoothness, which becomes noticeable particularly when the car is being driven at a very low speed on top gear.

Smoothness is also very largely dependent upon the distribution system, which must be so arranged that the same quantity and strength of mixture is delivered to each cylinder; otherwise, the power impulses will vary and the engine will give an impression of rough running. Furthermore, efficient mixture distribution is essential to an economical performance.

It has already been mentioned that this problem is quite simple in the case of "4-4" type eight-cylinder engine, but the "2-4-2" type, which is now so widely used owing to its better balance, is very nearly as difficult a problem as regards distribution as is the six-cylinder engine.

It may, of course, be argued that there is really no case for a further increase in the number of cylinders from six to eight, except in high-priced cars, owing to the additional parts required needing adjustment and involving possibilities of breakdown. On the other hand, as the performance of cars improves, owner-drivers become more discriminating and demand better and better results, so that the "straight-eight" is probably destined to cut into the six-cylinder field in Great Britain, working down the price scale just as it has already done in America for two years or more.

Summing up, theoretical considerations and practical experience go to show that it is not really fair to assert that the eight-cylinder engine represents as great an advance over the "six" as the "six" is an improvement over the four-cylinder unit. On the other hand the "straight-eight" possesses certain definite and quite important advantages over the six-cylinder type which, as already mentioned, are destined to lead to its extended use.

INSPECTION HELPS TYRE.

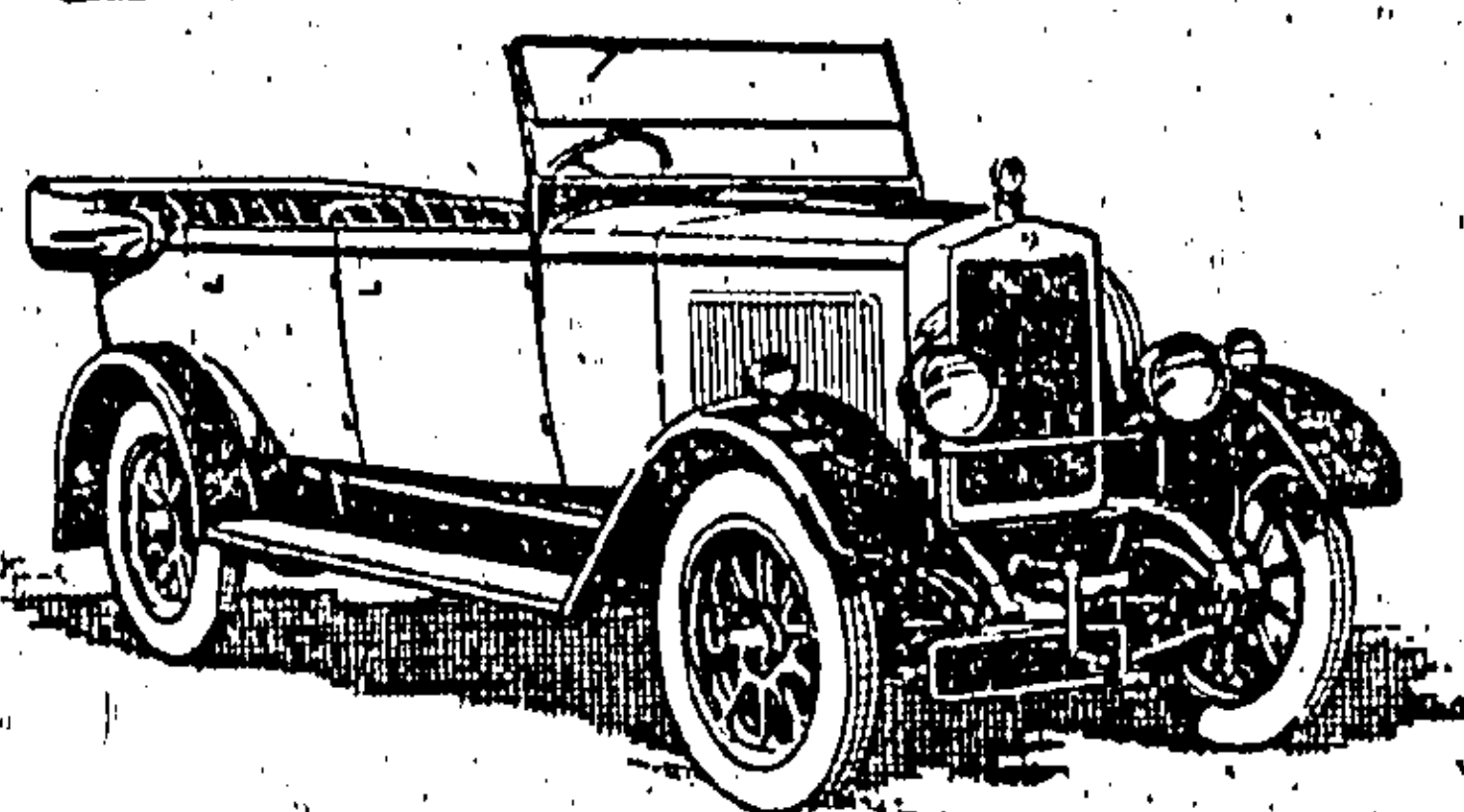
There is a great deal of merit in the advice offered by a large accessory manufacturer to the effect that the motorist should set aside a specific day on which, every week, to inspect the tyres. It is a task of only a few minutes, but in no other way can the car owner be assured that the pressure in his tyres is always correct. Making this a part of the weekly visit to

WHERE'LL THEY PUT 'EM?

Figuring America's population to double in 70 years, R. H. Grant, vice-president of Chevrolet, predicts that there will be 80,000,000 motor cars by the year 2,000.

the filling station for gasoline and oil a few times definitely will establish it as part of one's regular car-care routine.

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48" TRACK-105" WHEELBASE.			
TOURING	4 Seater	205	235
SALOON	4 Seater	215	255

MORRIS-OWFORD 13.9 H.P.			
48" TRACK-105" WHEELBASE.			
ROADSTER	4 Seater	210	240
TOURING	4 Seater	225	260
COUPE	2 Seater	230	270
SALOON	4 Seater	250	290
LANDAUETTE	5 Seater	285	330

MORRIS-OWFORD 15.9 H.P.			
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(4-speed gear)			
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

SUBSTITUTES FOR THE CHOKE.

The Butterfly-valve in the carburetor air inlet—the choke—has long been recognized as a crude device, capable of harmful effects, especially if unskillfully used, but has been regarded by most manufacturers as a necessary evil. Its failing is that its effect in enriching the mixture to enable an engine to start is usually excessive unless very carefully moderated, and that during the starting and warming-up process, as performed by the average operator, quantities of gasoline out of all proportion to the actual requirements are drawn into the cylinders and crankcase, with detrimental effects upon lubrication. What is required is a mixture enriching device, for starting purposes, which is free from such exaggerated action; which will reliably supply a readily ignitable mixture, under most unfavourable circumstances, but which cannot be misused so as to flood the engine. Carburetor manufacturers have recently brought out several forms of starting controls which seem to fulfill these requirements. In one of these, instead of choking the air as it enters the carburetor and thus making it possible for the engine to draw gasoline with almost no air, a properly proportioned and adjusted choke is applied to the throat or venturi of the carburetor mixing-chamber, around the gasoline jet, which reduces the flow of air past the jet, increasing the suction thereat and thus the proportion of gasoline which it supplies to the mixture. The control, which operates this venturi-choke, is so interconnected with the throttle-valve as to open the latter just enough to give the engine a suitable idling speed during the warming-up period and to insure the proper degree of air restriction around the jet to produce an adequately rich mixture, without liability of flooding. Another arrangement consists of a special starting and warming-up jet, with its venturi opening into the main mixing chamber, which is put into action by means of the so-called "choke" button. In the case of carburetors of the metering valve type, the starting device so moves the metering valve as to greatly increase the amount of gasoline which can pass it, thus enriching the mixture so long as the valve is in the starting or "choke" position. A priming device, admitting liquid gasoline into the intake just above the throttle-valve, is sometimes made use of separately or in conjunction with other enriching devices. All of these devices are far more nearly "foolproof," as regards freedom from flooding engines with gasoline, than is the conventional air-intake choke-valve. Carburetors embodying these improved starting and warming-up features are applicable to cars not so equipped.

Starting Car on Hills.

Question.—I have lots of trouble re-starting my car, after I have been forced to stop it on an upgrade. The engine often stalls and I have to try several times before I get the car going. Can you give me any pointers?

Answer.—The principal thing to remember is that it takes much greater engine power to start a car upgrade than to start it on the level. The engine must be running faster and the throttle must be opened quicker and wider, before the clutch fully engages. The fear that the car will start to back downhill, often makes one nervous and the clutch is engaged suddenly, when it is most necessary that it be let in gently, so as to avoid loading the engine too suddenly and thereby stalling it. Probably the best procedure is to hold the car by the hand-brake, throw out the clutch, engage low gear, speed up the engine slightly with the hand throttle and then try to operate accelerator, engage clutch and release handbrake almost simultaneously, so that there shall be plenty of power to start the car, just as the brake lets go. Gentle clutch engagement, with plenty of gas, accurately timed with brake release, will give perfect results. Why don't you practice this operation on a hill on a quiet road, until you fully master it?

Wobbly Front Wheels.

Question.—The front wheels of my 1921 car shimmy, especially when going over a rough road. Can you tell me what is the trouble and suggest a remedy?

Answer.—Shimmy of this kind is most likely to be caused by lost motion between the wheels and the steering device, due to wear, which leaves the wheels free to wobble, and ordinarily, when all such backlash is removed and the wheels are positively controlled by the steering device, the trouble ceases. Correct any serious looseness found at any of the following points: End connections of the tie-rod, at knuckle-pins and bushings, at the ends of the drag-link and in the steering column mechanism. See that knuckle arms are rigid in their knuckles. Make sure that wheel alignment is correct. Do not try to drive with front tyres at too low inflation. See that there is no serious looseness at front-spring ends and that their clips are tight.

DEATH OF MR. J. W. PACKARD.

A Motoring Pioneer.

The death of J. W. Packard recently at Cleveland recalled to the minds of many veterans of the automobile industry outstanding contributions to the motor car industry made by the originator of the Packard automobile. Many things now used on all cars were the invention of Mr. Packard more than a quarter of a century ago.

J. W. Packard and his brother W. D. Packard were prosperous manufacturers of electric lights and electrical supplies at Warren, Ohio, when they decided to build an automobile. Their car was completed November 6, 1899. It was such a success that friends forced them to build others and in a short time the Packard Motor Car Company was launched.

The first car, designed and built by J. W. Packard with the assistance of W. D. Packard, contained the basis for the automatic spark advance now used on all cars. A patent on the device was granted Mr. Packard two years later. In addition to an automatic advance the original patent covered mechanism for producing a spark of constant duration, regardless of the speed of the engine, a feature without which automobiles now could scarcely run.

The familiar "H" slot for shifting-gears, found on all motor cars now manufactured, was another of the better known mechanical features invented by J. W. Packard. The first Packard car had a cross spring at the front and similar to that used for a number of years by one of the largest manufacturers and this too was covered by a patent granted Packard.

Motorists to-day can set the throttle control of their cars on the steering post and operate the foot accelerator without disturbing the setting of the hand control because of another invention of Mr. Packard. He was granted a patent on this device, now universally used, in 1905.

One of Mr. Packard's original inventions played an important part in the Liberty motor. It was the use of a sheet metal water jacket for the cylinders, first employed by the Packard brothers in the building of their cars in 1902. The cylinders of practically all water cooled airplane engines are made in the same manner now.

Most of the patents issued to Mr. Packard for motor cars have expired but a large number are as universally used as these mentioned on which the original patents have also expired. Important as they have been in the industry, it is believed that some of the original Packard developments with materials for cars overshadowed them.

In an interview some time before his last illness J. W. Packard said that difficulties in finding suitable materials was one of the greatest troubles experienced in the early days. Armour plate steel sheets gave the only steel that could be found suitable for making gear wheels. It ruined the tools which were used to turn out the gears, however.

Because of the endless trouble encountered with grades of steel then available and in machining them, the Packards were forced into intensive research in heat treatment of metals. The Packard company, through the start made by J. W. Packard and the work which has been continued since the earliest days of the company, has been credited with a great part in the heat treating science, one of the greatest contributing influences in the present mechanical age.

MOTOR TAXATION IN U.S.

Still Going Up.

An annual survey of automobile taxation by the American Automobile Association reveals the fact that state motor vehicle taxes increased three times as much as the registration and that the average tax for the entire country went up 10 per cent. since 1926.

The automobile owners, it appears, has finally been accepted as the national tax goat. License fees, gasoline taxes, personal property taxes and the national excise tax have been hung on him until he is looked upon as the saviour of local governments from financial bankruptcy.

But there should be a limit to this. Taxes, the A. A. A. points out, have run so fast that they are 278 per cent. higher, per vehicle than they were in 1919. And since then, let it be recalled, the national excise or war tax has been reduced to 3 per cent.

Most taxation is in the form of the state gasoline revenue. Yet this may go even higher, if motorists don't join in a united protest against a practice that may become a habit.

The American Automobile Association and its associated clubs are doing a valiant service in trying to keep automobile taxation down to a reasonable limit.—American Exchange.

for Economical Transportation



ROADSTER

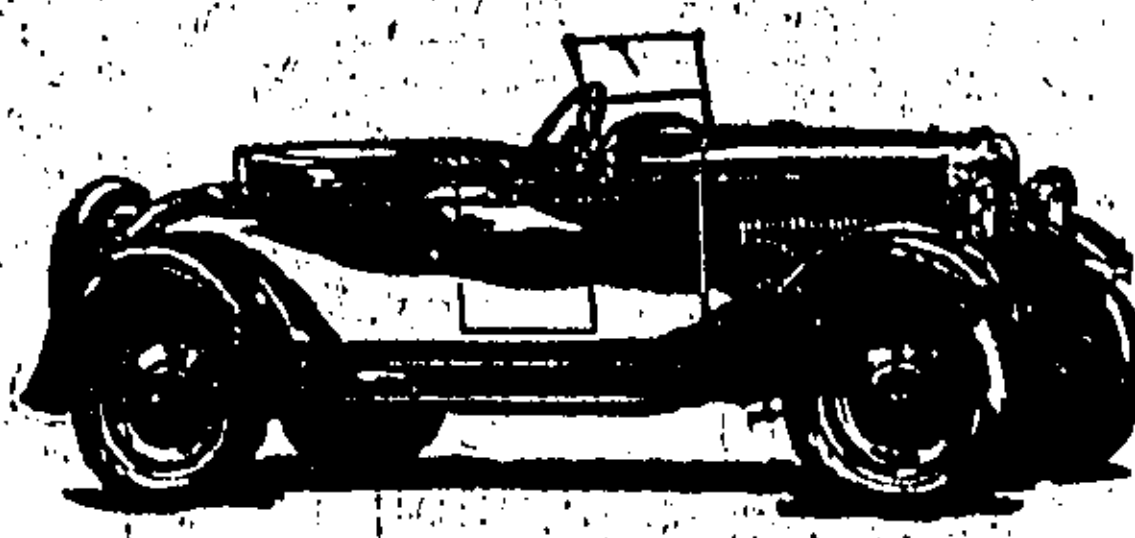
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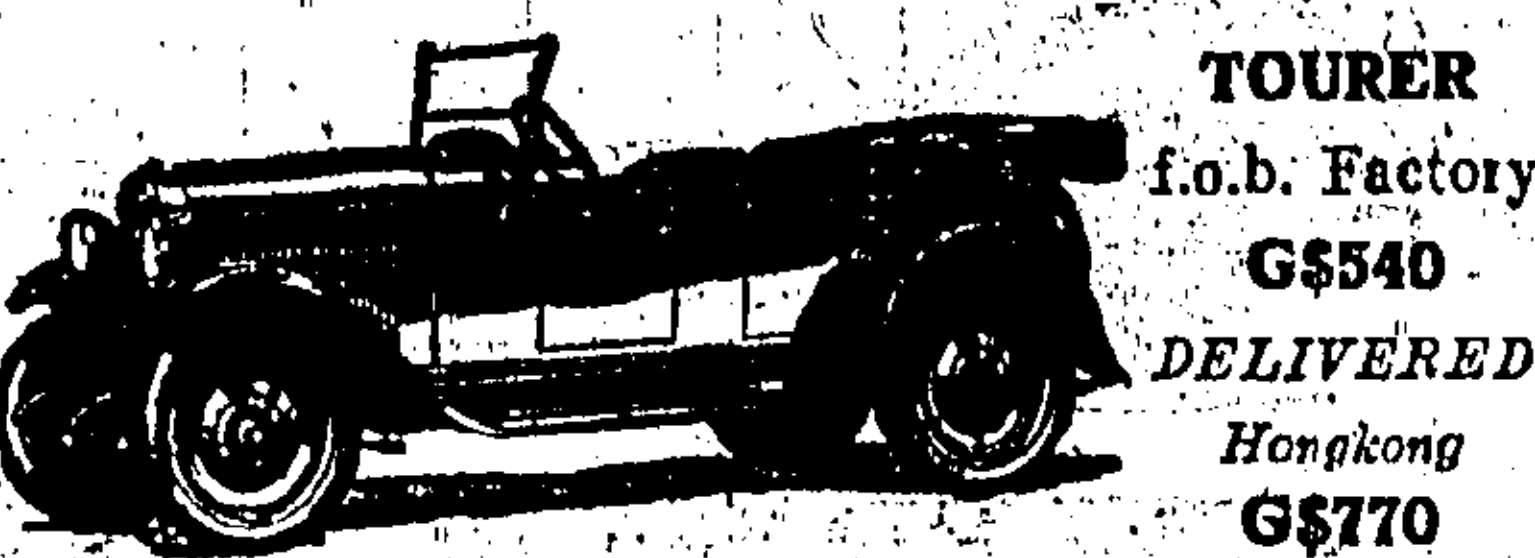
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G\$540

DELIVERED

Hongkong

G\$770



COUPE

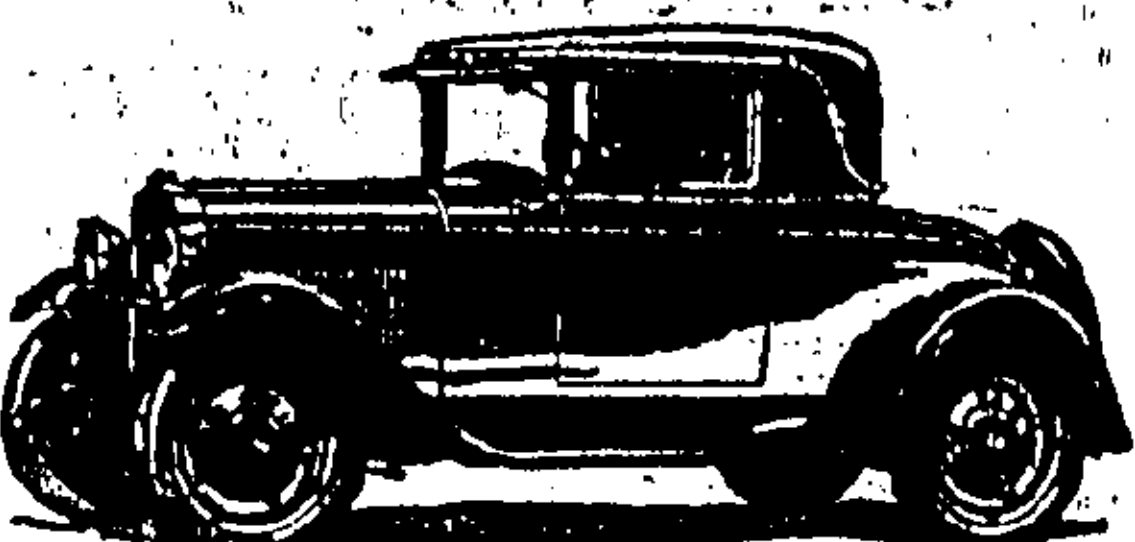
f.o.b. Factory

G\$630

DELIVERED

Hongkong

G\$910



COACH

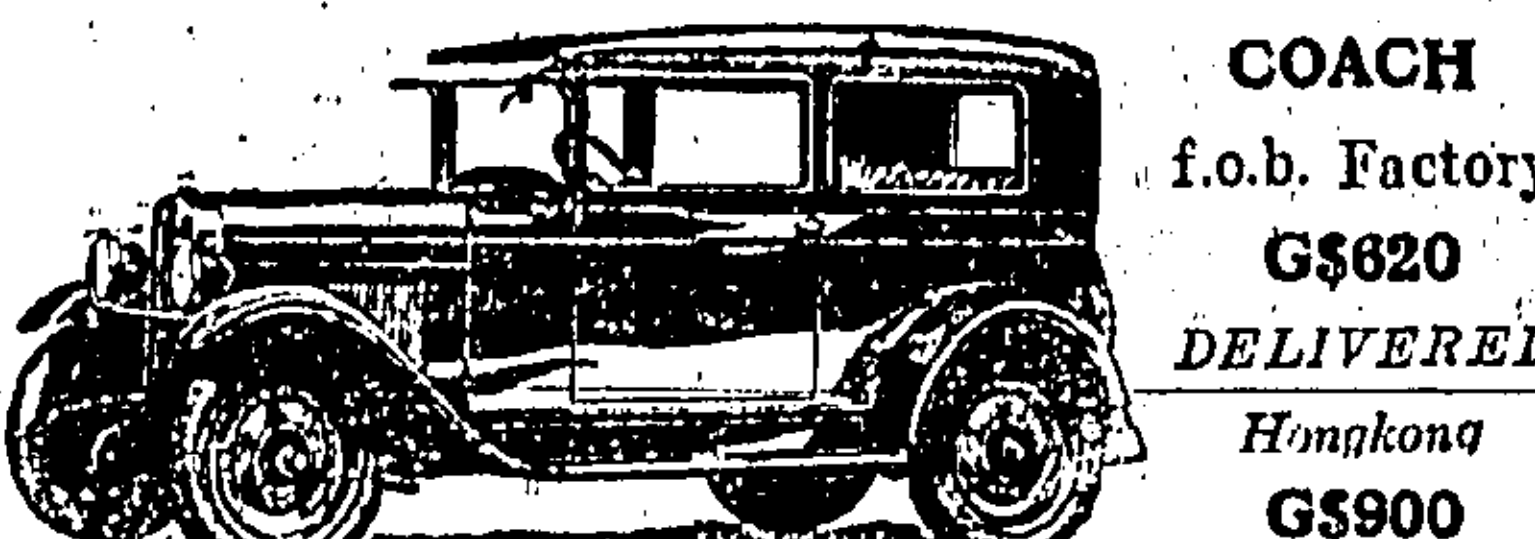
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G\$620

DELIVERED

Hongkong

G\$900



IMPERIAL

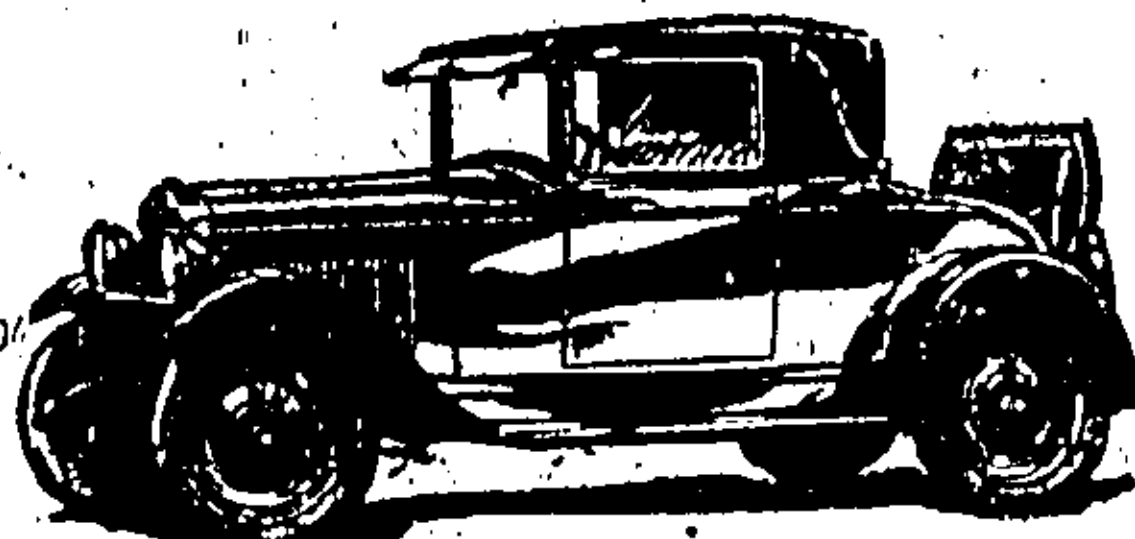
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G\$700

DELIVERED

Hongkong

G\$985



SEDAN

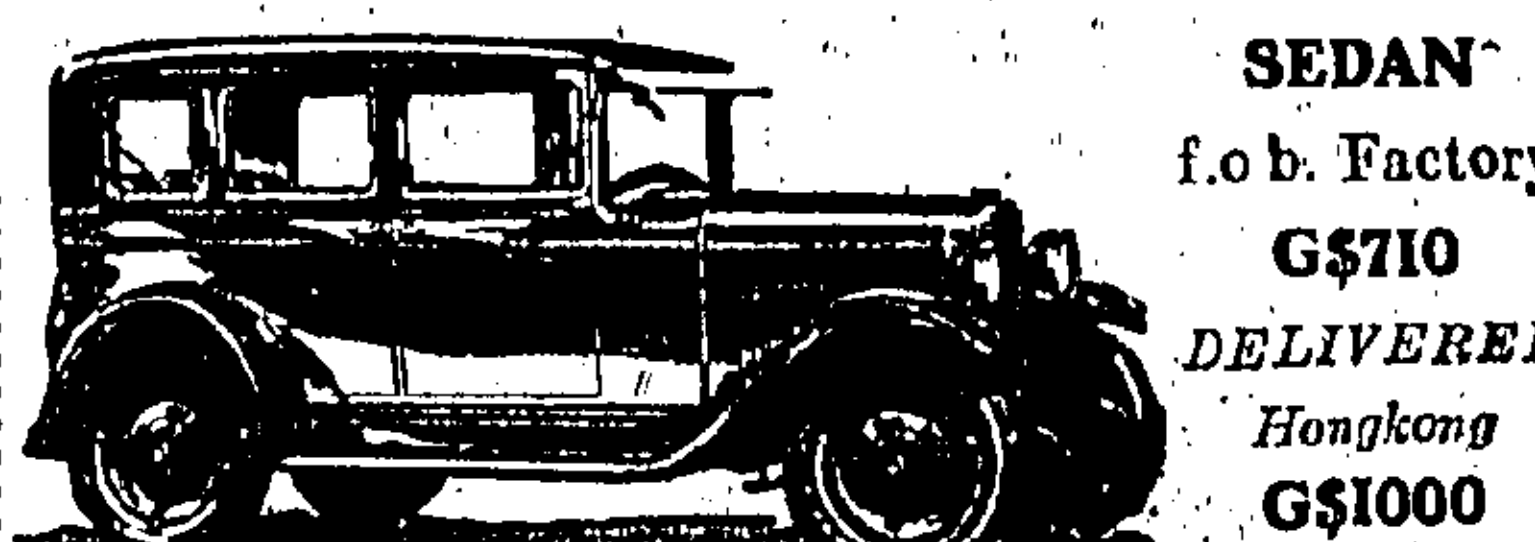
f.o.b. Factory

G\$710

DELIVERED

Hongkong

G\$1000



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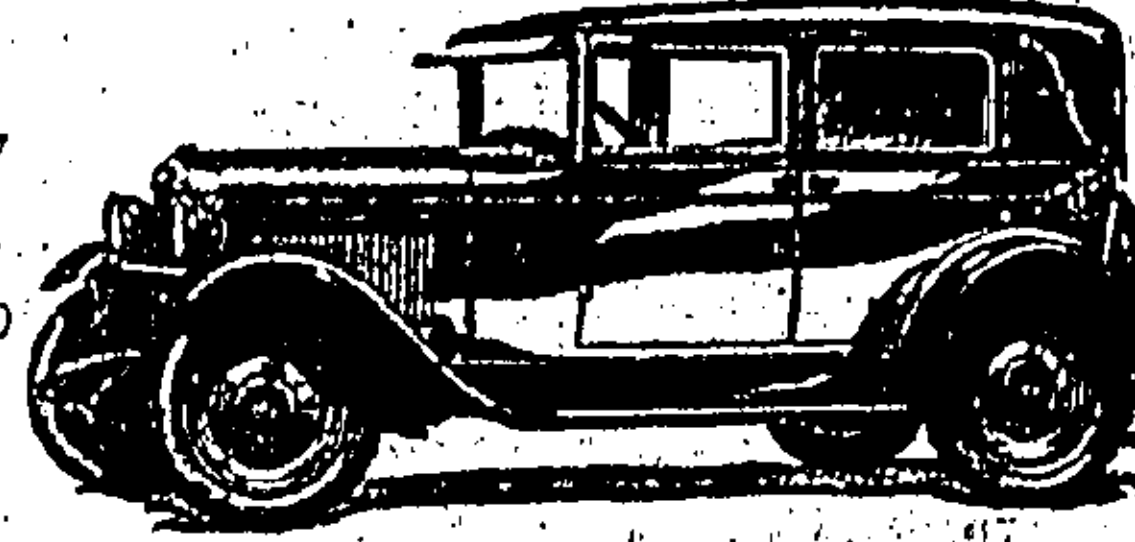
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Hongkong

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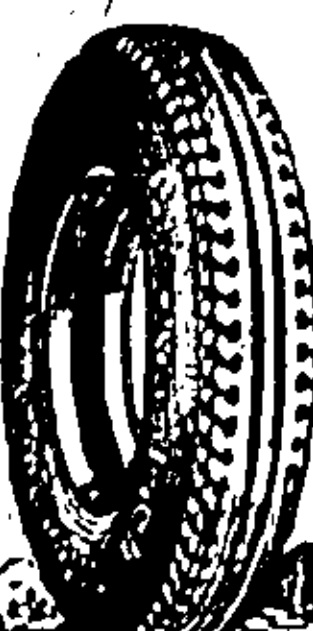
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The more powerful 6-cylinder engine in Studebaker's new Erskine Six laughs at hills and heavy going. Abundant power permits smooth top gear performance in congested traffic—

eager acceleration. Advanced engineering enables Studebaker to offer greater economy of petrol and lubricant combined with greater ability. Balloon tyres and shock absorbers give luxurious riding comfort.

See this lowswung five seater body, with its gay cellulose colours, hand polished to perfection. The more you know of automobiles, the more you will thrill to this new Erskine Six Tourer. Judge this Studebaker value here today.

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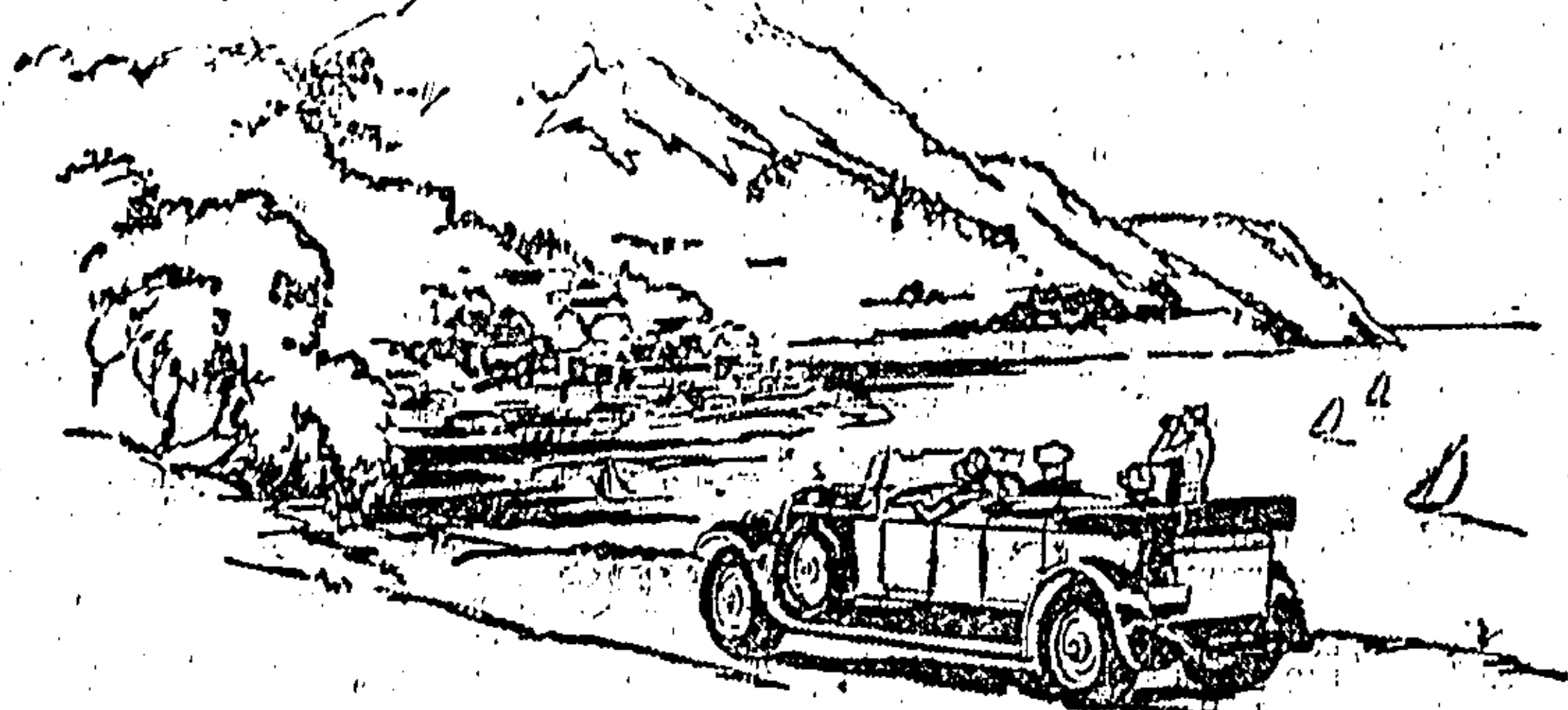
STUDEBAKER'S ERSKINE SIX



More Goodyear tyres—many more—have been placed into the hands of motorists than any other make. And with the advent of the new All Weather Tread Balloon, Goodyear popularity has become more definitely established than ever before. Fit the new Goodyear.

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GOODYEAR



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PRINCE'S BUILDING, HONGKONG.

MOTOR CYCLE EVENT.

Successes for A.J.S.

The Colmore Cup Trial was run this year under fairly good conditions, although the wind blew a hurricane all day, which was very unpleasant, and blew many of the competitors all over the road. It had, however, its compensations for it dried up the various test hills to a remarkable extent. Free footing was allowed on only one hill in this trial, so the event was one of the easiest Colmores for the last 5-6 years. Out of 214 solo and sidecar starters, only 23 failed to finish the course.

A. J. S. Entries.

F. W. Giles, riding a 3.49 h.p. Model K6. Combination. Trade Rider.
G. E. Rowley, riding a 3.49 h.p. Model K6. Solo. Trade Rider.
C. W. Hough, riding a 3.49 h.p. Model K6. Solo. Trade Rider.
L. H. Davenport, riding a 3.49 h.p. Model K6. Solo Trade Rider.
W. Brandish, riding a 3.49 h.p. Model K6. Solo Private Owner.
D. Brandish, riding a 3.49 h.p. Model K6. Solo Private Owner.
S. P. Jackson, riding a 3.49 h.p. Model K6. Solo Private Owner.

In the early stages of the trial F. W. Giles unfortunately had to retire through tyre trouble. First of all he punctured his rear wheel tyre, and after changing it with his spare wheel, he also had the misfortune to puncture that one. The loss of time in changing these wheels put him well out of the running for any award, and he deemed it advisable to retire. G. E. Rowley, C. W. Hough and L. H. Davenport also footed on one of the hills, thereby losing first class awards. All the machines—however, finished in perfect condition.

Results.

W. Brandish, riding a 3.49 h.p. Model K6. solo—Gold Medal.
D. Brandish, riding a 3.49 h.p. Model K6. solo—Gold Medal.
S. P. Jackson, riding a 3.49 h.p. Model K6. solo—Gold Medal.
G. E. Rowley, riding a 3.49 h.p. Model K6. solo—Silver Medal.
C. W. Hough, riding a 3.49 h.p. Model K6. solo—Silver Medal.
L. H. Davenport, riding a 3.49 h.p. Model K6. solo—Silver Medal.

It is interesting to note from the above results that the Gold Medals were won by private entrants, who certainly secured a victory over our own riders.

The Victory Cup Trial.
This trial is a sister trial to The Colmore Cup, and this year certainly proved to be much more difficult. Three days rain had changed the hills almost out of recognition, and one test hill was out out of the route at the 'eleventh hour,' as it was reported as being quite unclimbable. In the early stages of the trial much difficulty was experienced by the riders through a morning mist, and this mist certainly accounted for a number of failures on the first and one of the easiest test hills of the day. Of 179 starters only 15 failed to finish the course, and in this trial no A. J. S. machines retired.

A. J. S. Entries.

G. E. Rowley, riding a 3.49 h.p. Model K6. Solo.
J. H. Simpson, riding a 2.48 h.p. Model K12. Solo.

F. W. Giles, riding a 3.49 h.p. Model K6. Combination.
W. Brandish, riding a 3.49 h.p. Model K6. Solo.
D. Brandish, riding a 3.49 h.p. Model K6. Solo.
S. P. Jackson, riding a 3.49 h.p. Model K6. Solo.

J. H. Simpson, riding a K12 solo machine, was unfortunate enough to fall on the first hill, as the visibility, owing to the fog, was very bad he failed to notice a patch of thick clay towards the summit, and had not sufficient speed to pilot his machine safely through. He reports, however, that this machine which also won a Gold Medal, when ridden by G. E. Rowley, in the Cardiff-Leicester-Cardiff 24 hour trial, ran perfectly throughout the trial, and finished in splendid condition. S. P. Jackson and D. Brandish on their K6 solo machines, also failed to make a clean ascent of one of the test hills, thereby losing first class awards. F. W. Giles, however, certainly made up his misfortune in the Colmore Cup Trial by winning the 'Olai' cup for the best performance of the 350 c.c. passenger machine.

A. J. S. Results.

F. W. Giles, riding a 3.49 h.p. Model K6 combination—'Olai' Cup.
W. Brandish, riding a 3.49 h.p. Model K6 solo—Gold medal.
G. E. Rowley, riding a 3.49 h.p. Model K6 solo—Gold Medal.
J. H. Simpson, riding a 2.48 h.p. Model K12 solo—Silver Medal.
S. P. Jackson, riding a 3.49 h.p. Model K6 solo—Silver Medal.
D. Brandish, riding a 3.49 h.p. Model K6 solo—Silver Medal.

Dirt Track Racing.

A thrilling Dirt Track Meeting was held by the South Manchester Club at the Audenshaw track on March 3rd. Amongst a splendid number of entries, three Australian dirt track riders were entered, and were expected to give the 'star' turns of the day. It is understood, however, that this type of track, which is 1/2 mile round, did not suit the Australian method of riding, as only one corner could be effectively broad-sided. C. Hornby, riding a 3.49 h.p. A.J.S., secured third place in the 350 c.c. solo three lap race, against H. Clayton on a 3.48 h.p. Velocette, who won at 44 m.p.h. Tommy Spann on a 4.98 h.p. Overhead camshaft A.J.S. machine won all his heats and final of the 500 c.c. solo three lap race. He also won all his heats in the unlimited solo six lap race, but unfortunately in avoiding H. Mitchell on a 3.48 c.c. Raleigh, who was riding splendidly, fell on one of the bends and was unable to continue.

At this point of the programme, the two Australian riders—W. Galloway and K. McKay—gave an exhibition three lap race and then challenged Tommy Spann. This race resulted in a win for Spann, who due to acceleration, speed on the straights, and splendid riding managed to beat the Australians. Tommy Spann also won the unlimited c.c. sidecar three lap race at a speed of 41 m.p.h. It is interesting to note that throughout the programme, T. T. riders made most of the outstanding performances, but all credit must be given to H. Mitchell, the Raleigh rider, who undoubtedly, was the 'star' artist of the day.

CARE TAKEN IN NEW FIAT "SIX."

Cars Tested Over Most Difficult Country.

Some idea of the care taken by the Fiat Company to secure perfection in the new six cylinder car known as Model 520 can be gathered from the fact that three cars of this type have each covered 12,500 miles in the most difficult regions, to be found in Italy, France, Belgium, and Germany. The itinerary included all sorts of roads and every variety of climatic condition from the mild climate of Central Italy to the snow storms of the Stelvio and other passes in the High Alps.

During these trials it was shown that the speed on good dry roads was 56 miles an hour. The hill climb tests showed that the car, with full load, could climb a gradient of one in 12.8 on top gear and one in 2.8 on bottom gear. Acceleration was from five to 25 miles an hour in 12 seconds, or 90 yards; from five to 37 miles an hour in 21 seconds, or 220 yards; and from five to 50 miles an hour in 33 1/5 seconds, or 440 yards. These performances were made with a closed body and four passengers aboard.

Braking was very good, the car being brought to a standstill from 15.3 miles an hour in 6 1/2 yards; at 32 miles an hour it was stopped in 12.8 yards; at 44 miles an hour in 31 yards, and from 56 miles an hour it was stopped in 50 yards.

During the entire run of 12,500 miles the petrol consumption averaged 19 miles to the gallon, without allowance being made for idling of the engine during stops and starts, and with most of the runs over mountainous country, during which the average speed was 29 miles an hour. On good level roads, running at an average of 26 m.p.h., the petrol consumption was at the rate of 24 miles to the gallon, which is a very good performance for a flexible six cylinder engine of 3 1/2 litres piston displacement.

DAZZLING ROAD SPECTACLE.

Thousands of Cars Return to London.

An amazing spectacle was seen on the main roads from the south coast on the night of Easter Monday, when gleaming rivers of light made by the headlights of tens of thousands of cars poured towards and into London.

Experienced observers declared that no such dazzling picture had been witnessed on the roads of Easter or any other time. In some places the cars, two and three abreast, were almost touching, so that the spectacle where the roads curved was thrilling and beautiful.

At 9 o'clock a Daily Mail reporter standing on the Sidcup by-pass road where it curves near Sidcup, saw an unforgettable sight, a glittering white snake on a carpet of black velvet. At this spot the stream of traffic from the coast that became swollen at Maidstone before passing on to London was so dense that the cars were passing at the rate of nearly one a second.

Approaching London the pace slackened, so that it appeared that a phosphorescent monster miles long was slowly worming its way to London.

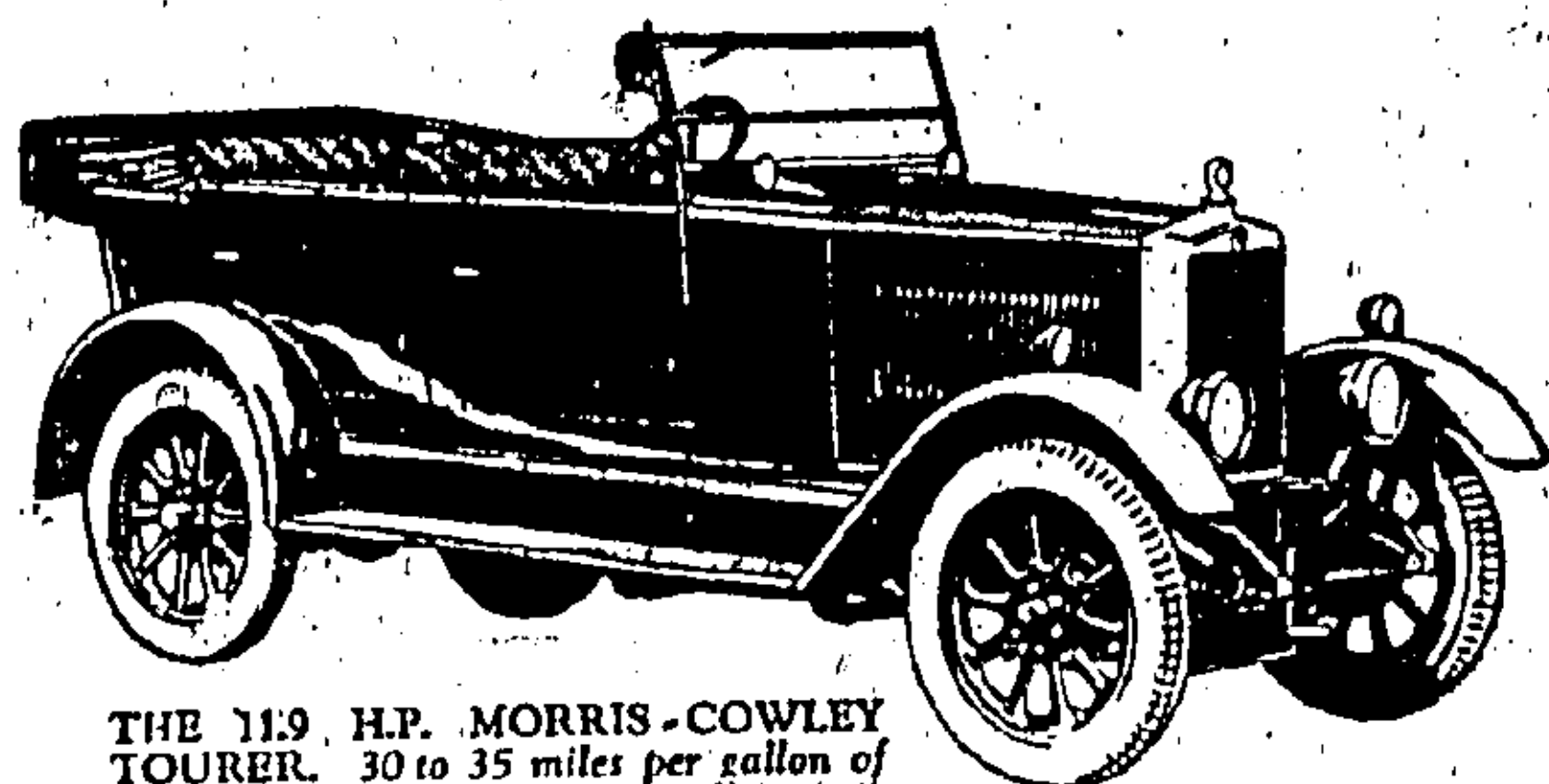
From an aeroplane the countryside must have appeared festooned with myriads of fairy lamps.

At Lewisham the great procession of cars two abreast occasionally halted and then crawled on again at about seven miles an hour.

A procession making a broad band of light eight miles long was witnessed on the Kingston by-pass. Here the space between the cars was a matter of inches and it took one motorist coming out of a side road fifteen minutes to get into the by-pass.

Reports from many towns on the roads at ten o'clock declared that the volume of traffic was unprecedented. At Staines the number of cars was stated to be a record and at Sittingbourne the London road was swarming with cars.

Built as only Britain Builds.



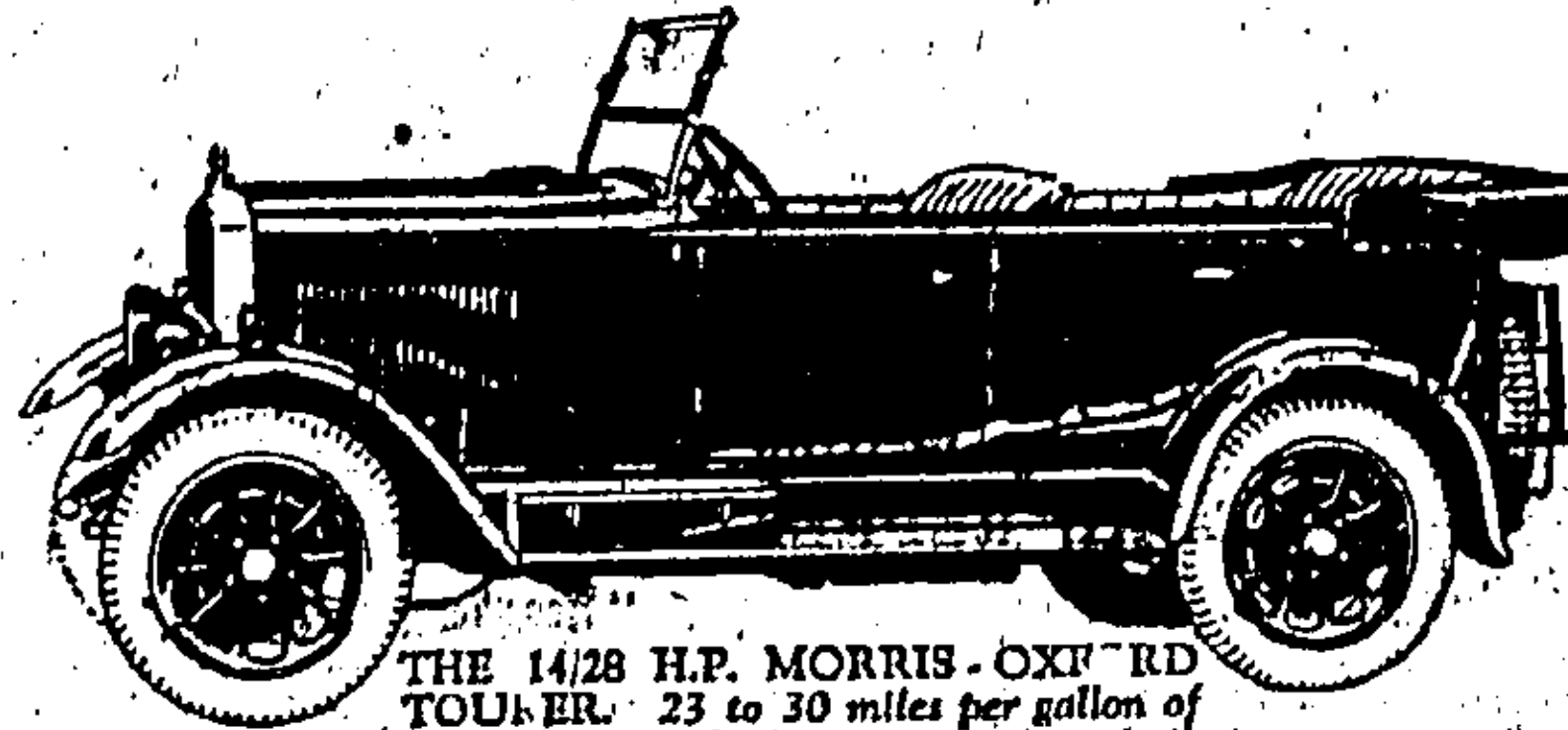
THE 11.9 H.P. MORRIS-COWLEY TOURER. 30 to 35 miles per gallon of petrol. 1000 miles or more per gallon of oil.

AT first sight—the "World" Morris is fine value. Finish, equipment, comfort, proclaim it so.

Yet much of Morris value is beneath the surface.

It is only long usage and the consistent, unflinching service given by these cars that indicates the wonderful material and workmanship which go to their building. It is then you know what real value is.

When it is time to trade in and lose on most cars, the Morris is still in its prime game for many more miles of economical running an asset as sound as the British steel within it.



THE 14.28 H.P. MORRIS-OXFORD TOURER. 23 to 30 miles per gallon of petrol. 1000 miles or more per gallon of oil.

MORRIS

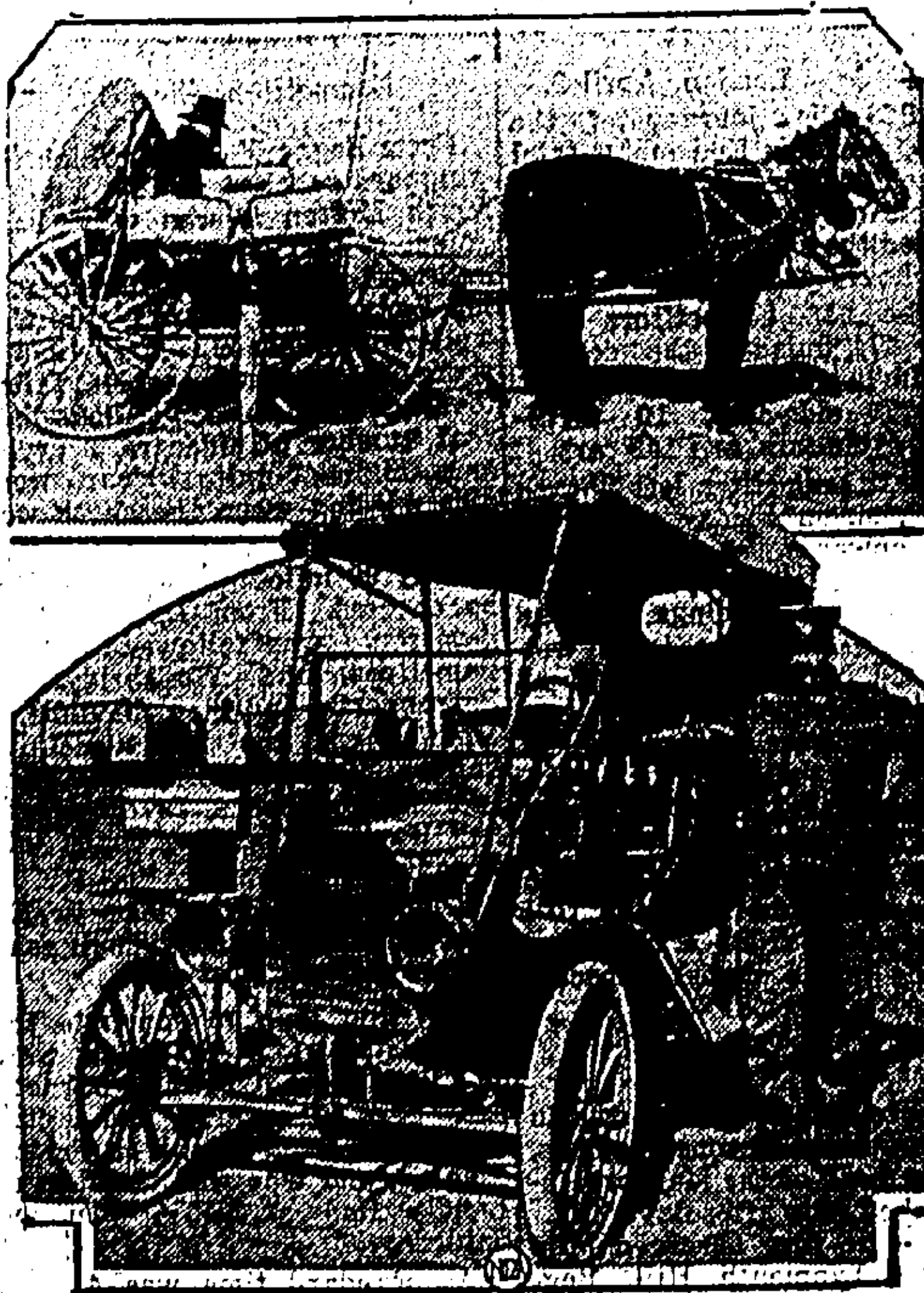
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The Hongkong Hotel Garage.

(THE HONGKONG AND SHANGHAI HOTELS LTD.)
25 Queen's Road, Central.

OLD TO SOME, NEW TO OTHERS.



That "Model T" Ford in the lower picture, looks quite old to us, but it's still new to Frank Hooper, first rural free delivery carrier in Kansas. He began his route in the old form, shown above, back in 1907, out of Goodland, Kas. Then he switched to the Ford, has driven it 125,000 miles and is still delivering mail with the same "new" mode of transportation.

The Very Idea!

Mortimer: I clearly had the right of way when this man ran into me, and yet you say I was to blame.

Local Constable: You certainly were.

Mortimer: Why?

L. C.: Because his brother is mayor, his father is chief of police, and I am engaged to his sister.

The news comes from St. Louis (Miss.). "Billy Sunday, the evangelist, wants his hide made into a drum, to annoy the Devil after I'm dead." A legitimate aspiration; but it may be that the reverend gentleman over-estimates the Satan's sensitiveness.

Miss Wilkinson told a story in the House of Commons recently which deserves to be rescued from Hansard. It concerned a small boy who came home and told his father he was now second in his class, the top being occupied by a girl. "But surely, John," said the father, "you're not going to be beaten by a mere girl?" "Well, you see, father," replied John, "girls are not nearly so mere as they used to be."

"Diamond Joe" Esposito, the latest Chicagoan to be worsted in political argument (fifty-eight was the number of the bullet wounds), is described as Republican boss of the "bloody nineteenth ward."

One can only wonder what they call the other eighteen.

Two nice quiet places in which to spend home leave:

Baptisms, nil; marriages, nil; burials, nil. "Fenny" Stratford Parish Magazine.

At a parish council election at North Laindon (Essex) not a single vote was cast.—Daily Paper.

The Times reprints from its files of March 27, 1828, an account of a meeting of electors of Sudbury. Here is an extract:

No sooner had he (Mr. Isaac Duce) expressed his intention of making observations and putting questions to the candidate, than a scene of the utmost violence and uproar ensued.

An elector, who sat on the right of the candidate, exclaimed "that they were willing to hear Mr. Duce as a matter of indulgence."

Mr. Duce spurned the word indulgence. He charged the elector who made the offer with corruption.

The Elector: "If you don't believe yourself, Master Duce, I'm d—d if we don't have you turned out. There now—that's coming to the point. We'll have no irrelevant matter here."

Our reporter left the room whilst the landlord and waiters were endeavouring to separate two combatants who were uncoated ready for fight.

It was, according to Dickens, early in 1828 that Mr. Pitt and Mr. Stark had their famous encounter at Etonswill (of which Sudbury was the original). Who will say that the picture was exaggerated?

OUR LEGISLATORS.

MR. BEITH SUCCEEDS MR. SHENTON.

The Gazette, notifies that His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. John Owen Hughes to be an Unofficial Member of the Executive Council for such period as the Hon. Sir Henry Pollock, K.C., is acting as Attorney General of the Colony.

His Excellency the Governor has also appointed, provisionally and subject to His Majesty's pleasure, Mr. Charles Gordon Stewart Mackie to be an Unofficial Member of the Legislative Council for such period as the Hon. Sir Henry Pollock, K.C., is acting as Attorney General of the Colony.

His Excellency the Governor has further appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. Arthur Cecil Hynes to be an Unofficial Member of the Executive Council, vice the Hon. Mr. W. E. L. Shenton.

His Excellency the Officer Administering the Government has appointed, provisionally and subject to His Majesty's pleasure, Mr. R. D. F. Beith to be an Unofficial Member of the Legislative Council, vice the Hon. Mr. W. E. L. Shenton.

His Majesty the King has approved the re-appointment of the Hon. Sir Henry Pollock, K.C., to be an Unofficial Member of the Legislative Council.

SUMMER EXCURSION TICKETS.

FACILITIES FOR VISITING JAPAN.

The Nippon Yusen Kaisha inform us that they have decided to issue summer excursion tickets between Hongkong and Japan, commencing 11th June and ending 21st September, in order to afford every facility to residents in Hongkong and vicinity to take summer vacations in Japan. The rates of passengers are as follows:

From Hongkong to Shanghai and return H\$120.00.

From Hongkong to Nagasaki and return H\$165.00.

From Hongkong to Kobe and return H\$210.00.

From Hongkong to Yokohama and return H\$235.00.

These summer excursion tickets will be available for three months, permitting of stop-overs at way ports. The China Rapid Express Service between Shanghai and Kobe, which takes one day from Shanghai to Nagasaki and two days to Kobe, may be utilised by passengers.

MORE DOG-BITES.

"WIVERN'S" MASCOT NIPS A CHINESE.

Tang Shi, 40, a widow living at 5, Leung Fai Terrace, was admitted to the Government Civil Hospital yesterday for treatment for a bite inflicted by a dog belonging to Mr. Fung Chun-wa, who lives in the same terrace.

The same dog shortly afterwards attacked and bit another Chinese woman who lives with Mrs. Tang Shi. It was then secured and taken to Kennedy Town for observation.

A dog which was kept as a mascot by the crew of H.M.S. Wivern was also removed to the depot after it had bitten a Chinese on the leg in Queen's Road East.

LOCAL FOOTBALL.

SOUTH CHINA V. QUEEN'S.

The South China Athletic Association Senior XI will play the Queen's Regiment to-day at 6.45 p.m. at Caroline Hill.

The following will represent South China:—Pau Ka-ping; Lau Kau, Li Ting-sang; Leong Wing-chiu, Leong Wing-tak, Pang Wah-hing; Wong Mee, Fung King-chung, Lau Mau, Pau Ka-cheun, and Ip Pak-wa.

The following will represent the Queen's:—Rowbottom; Hooper, Hewton; Champman, Hill, Curtis; Richardson, Barclay, Harris, Caldicott and Larking.

OBITUARY.

DEATH OF MR. V. H. MULLER.

It is with much regret that we have to record the death of Mr. V. H. Muller, founder of the well-known firm of Muller and Phipps (Asia), Ltd., which occurred at Beyrouth, in Syria, on Thursday.

The late Mr. Muller was on a business trip at the time of his unexpected demise. He was very well known in the Far East, and last year he paid a business visit to Hongkong and Shanghai.

The local office of the Company is being closed to-day, out of respect to the memory of the deceased.

Grape Fruit, Scrambled Eggs, and Sugar and Milk are names given by Mr. W. F. M. Copeland, of Southampton, an amateur horticulturist, to new seedling double daffodils exhibited at the Royal Horticultural Society's show.



If the U.S. government really wants to conserve wild life, why does it insist on prohibition?

BANDIT RAID ON TEMPLE.

TWENTY MONKS ARE KILLED.

RIFLES AND AMMUNITION HID IN COFFINS.

LEADER CAPTURED.

Shanghai, May 7. Swooping down upon the surprised and unprepared village of Shio-chow, near Kiangyin, a bandit horde estimated at more than 900 men, took possession of the village, systematically looted it, looted and destroyed a temple, fired many houses and killed and wounded dozens of men and women last Thursday, according to information received in Shanghai yesterday afternoon.

Weapons in Coffins.

The bandits, led by a man whose name is a household terror in the vicinity, entered the village after having their arms and ammunition transported to the village in coffins sometime before they arrived at the town.

The bandit leader had previously sent a letter to the monk in charge of a famous temple there in which he requested that the temple "lend" him a large sum of money.

The money not being forthcoming, the bandits, after obtaining their arms and ammunition, raided the temple and looted it thoroughly, burning many valuable and ancient articles and killing about 20 of the monks, besides wounding several others. Some of the monks are reported to have made a fierce resistance but were overwhelmed by the superior force of bandits.

Houses Burned.

The temple property consists of 120 houses, in which 300 monks lived. Many of the houses were burned to the ground.

After looting and burning the temple property the bandits took possession of the homes of more than a dozen wealthy Chinese. These houses were looted and in some instances the residents tortured and killed, besides being robbed.

Ninety other dwellings, it is reported, were entered and robbed by the horde. News of the bandit raid resulted in some 500 troops and river police being sent to the rescue. A battle between the soldiers and police and the bandits followed with casualties on both sides, the losses of the bandits, however, being heaviest.

Notorious Leader Captured.

The latter withdrew but not before two of them, one an acknowledged leader, were captured. The remainder of the horde fled to the north bank of the Yangtze river. Martial law has been declared in the village and no persons permitted on the streets after 9 a.m.

One of the most notorious of the bandit gang has been arrested at Wusih, according to reports reaching here yesterday, and has been handed over to the proper authorities for punishment. A reward of \$1,000 will be paid to the captors of the bandits now in custody.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers, for those who need them, will be found on Page 18 of this issue.

- 1 Who has just taken the new title of Lord Hailsham?
- 2 Which is the largest private residence in England, and to whom does it belong?
- 3 How much per head was spent by the people of Great Britain last year on alcohol, and what was the total amount?
- 4 What remarkable innovation is being introduced in one of the world's oldest cities in the East?
- 5 What sized reservoir would be required to hold the world's daily rainfall?
- 6 Who has just declared on his 81st birthday "I am still an optimist"?
- 7 What great engineering work is about to be undertaken in Nigeria?
- 8 What ancient Act of Parliament controlling cricket matches is still in force in England?
- 9 Where was Robin Hood buried?
- 10 Where in Africa is there a white race whose origin is still mysterious, though their records go back more than 2,000 years?
- 11 What is the total personnel of the British Navy?
- 12 What plant is known as the "moon-quitto smasher," and why?

SINO-JAPAN CRISIS.

TSINAN COMPLETELY OCCUPIED.

Tokyo, May 11, (6.30 p.m.). A War Office despatch states that the whole of Tsinan is occupied by the Japanese, including the walled city, which was taken after severe fighting.—Reuter.

Peking, May 11, (6.30 p.m.). It is believed that 20,000 Nationalists have up to the present surrendered in Tsinan, but irregulars and plainclothes soldiers are still sniping occasionally from the houses.—Reuter.

Southerners Withdraw.

Tsingtao, May 11. As the result of a conference last night between the Japanese military authorities and the local Chamber of Commerce, the Southerners have been induced to withdraw from the walled city of Tsinan. The Japanese started entering this morning.—Reuter.

Japanese Losses Heavy.

Tokyo, May 11, (9.40 p.m.). A message from Tsinan states that the Japanese lost seventeen killed including two officers and 117 wounded in last night's fighting in the walled city.—Reuter.

More Reinforcements.

Tokyo, May 11, (6.35 p.m.). The railway authorities have been ordered to prepare for the transportation of 20,000 men and 5,360 horses to Shantung between the 13th and the 31st, bringing up the forces in Shantung to approximately 28,000 men.—Reuter.

Missionary Killed.

Peking, May 11. It is learned that Mrs. W. T. Hobart, of the American Methodist Mission, was killed at Tsinan on April 29, during the fighting which lasted from April 28 till May 1. It is uncertain whether it was by a stray bullet or deliberate.—Reuter.

The Details.

Shanghai, May 11, (6.35 p.m.). A letter from Tsinan dated the 3rd inst. referring to the killing of Mrs. Hobart, states that the "killing occurred on April 29, after the arrival of the Nationalists and fighting was going on. We were warned that it would be unsafe to leave the compound but we did not know we were being made targets of."

Mrs. Hobart left the sitting-room where she was reading and went to her bedroom, which has a small window above the door facing the city wall. She was hit by a bullet fired through the window from the wall. She was conscious for ten minutes and died in one hour.

"From that time on we lived in the basement of the mission building and were fired at every time we left the building. It is unknown what particular group of Southerners was doing the firing. This is the first opportunity we have had to get out word."

No one else was killed; all the Chinese students are living in the basement with the missionaries. The Tsinan people knew nothing about Tsinanfu affairs. They did not even know that the Southerners were near till the Northerners began their retreat.—Reuter.

Chiang Negotiates for Peace.

Shanghai, May 11, (9.40 p.m.). Chiang Kai-shek who is reported to be at Hsuehchow, conferring with the Kuomintang leaders regarding future policy, has sent Ho Cheng-chun to Tsinan to negotiate with the Japanese for a provisional agreement in settlement of the Tsinan affair and the cessation of hostilities.—Reuter.

Nanking Appeal.

Shanghai, May 11, (10.30 p.m.).

A message from Nanking states that Tan Yen-kai, on behalf of the Nationalist Government has sent a Note to Sir Eric Drummond, the Secretary General of the League of Nations regarding the Tsinan affair. It states *inter alia* that the "peace of Nations is threatened by aggression on the part of Japan," and requests a convocation of the meeting of the League Council. It urges the League to request a "cessation of hostilities on the part of the Japanese troops and their immediate withdrawal from Shantung." It concludes saying that the Nationalist Government is prepared to agree to an international enquiry or arbitration for the settlement of the Tsinan affair.—Reuter.

Appeal Needs Endorsement.

Geneva, May 11, (2.30 p.m.). The Chinese Nationalist Government at Nanking, which is not a member of the League, has telegraphed requesting the secretary of the League of Nations convene the League Council, denouncing the violation of China's integrity and independence by Japanese troops, and invoking articles ten and eleven of the League Covenant in summoning a Council to intervene and terminate a "situation prejudicial to the peace between the two countries." The telegram has been circulated to all members of the Council, but technically it is out of order unless endorsed by a member of the League, for example the Peking Government.—Reuter.

MACAO RACE MEETING SELECTIONS.

30 HONGKONG PONIES ENTERED.

(By "Rambler.")

The eighth extra race meeting of the Macao Race Club takes place to-morrow.

The inclusion of 30 entries from Hongkong is very gratifying and should help considerably towards providing the necessary followers. It will enable the club to present a first-class programme, which should be both entertaining and remunerative to those "fans" who make a practice of being present at Macao Race Meetings.

Owing to the need for expediting matters, the first race is timed to start at 1.15. There will be eight events and trippers will have plenty of time to return to Hongkong after the last race by the s.s. Taishan, which is due to sail from Macao at half past five.

As on the occasion of the last Meeting, provision has been made for transportation to and from the racecourse by means of cars, buses, and rickshaws. These conveyances are to be had in the near vicinity of the wharf where trippers disembark.

Stewards, jockeys and officials have been allotted to certain numbered cars of which they will be informed by one of the stewards of the Meeting during the trip.

Every effort has been made to provide the best accommodation available for visitors by the Hongkong, Canton and Macao Steamboat Company, who have generously placed the s.s. Taishan on the run. This is a very commodious steamer and will leave the Hongkong wharf at half past nine to-morrow morning.

Everything points to a most successful Meeting with large fields, fast times, and excellent racing.

Likely Winners.

My selections for the meeting are:—

Race 1.

1. Kom Tong Hall.
2. Chemo.
3. Waichow.

Race 2.

1. Fifty Fifty.
2. Glory.
3. Aristophanes.

Race 3.

1. Velo.
2. Grey Eyes.
3. Scooter.

Race 4.

1. Man Of War.
2. May.
3. Spring Day.

Race 5.

1. One Third.
2. Ma Kau Sae.
3. Little Sit Tang.

Race 6.

1. Little Darling.
2. Siang River.
3. Caviare.

Race 7.

1. Fifty Fifty.
2. Wuchang.
3. Warlordship.

Race 8.

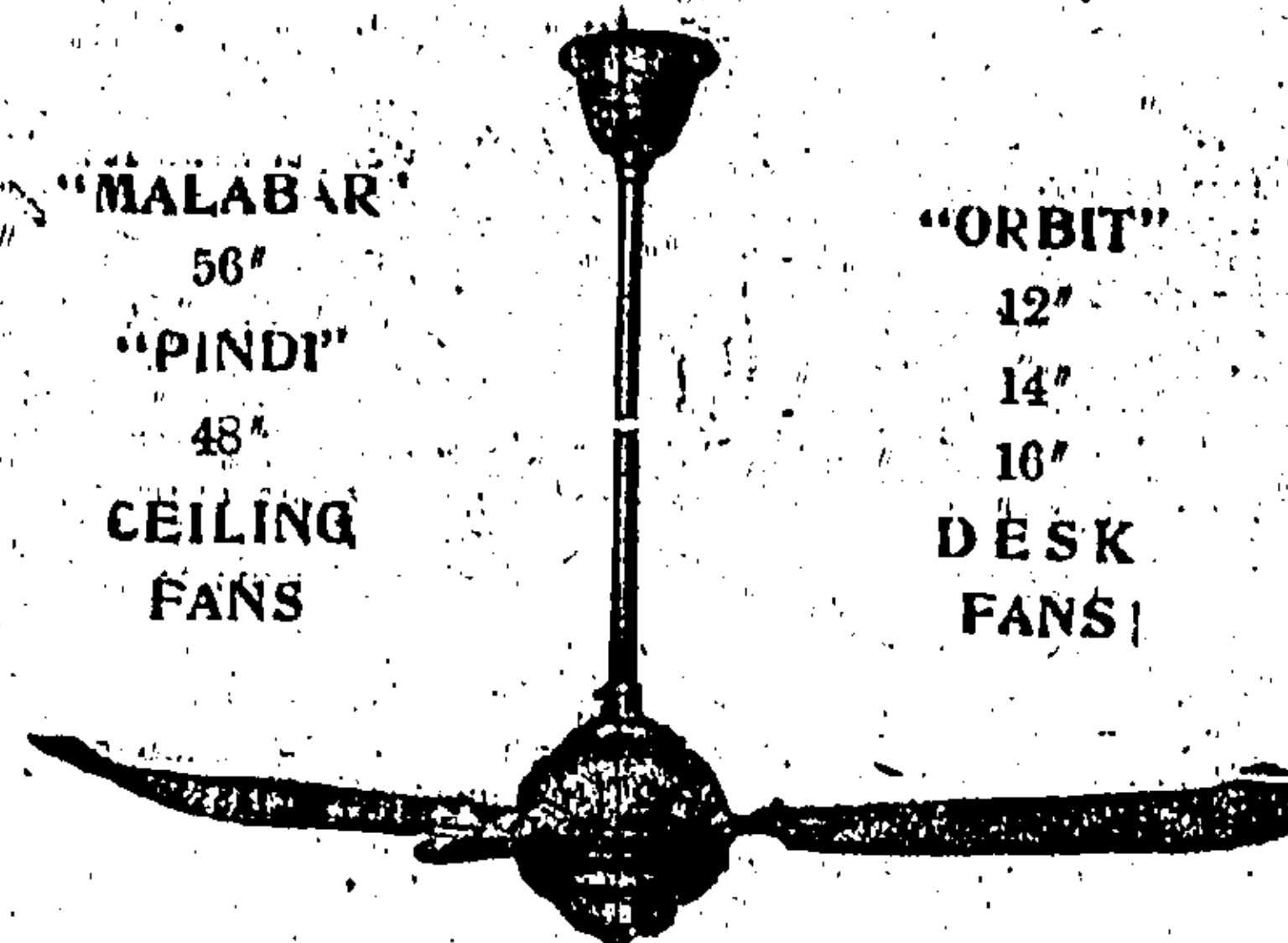
1. Glory.
2. Scooter.
3. Sutherland.

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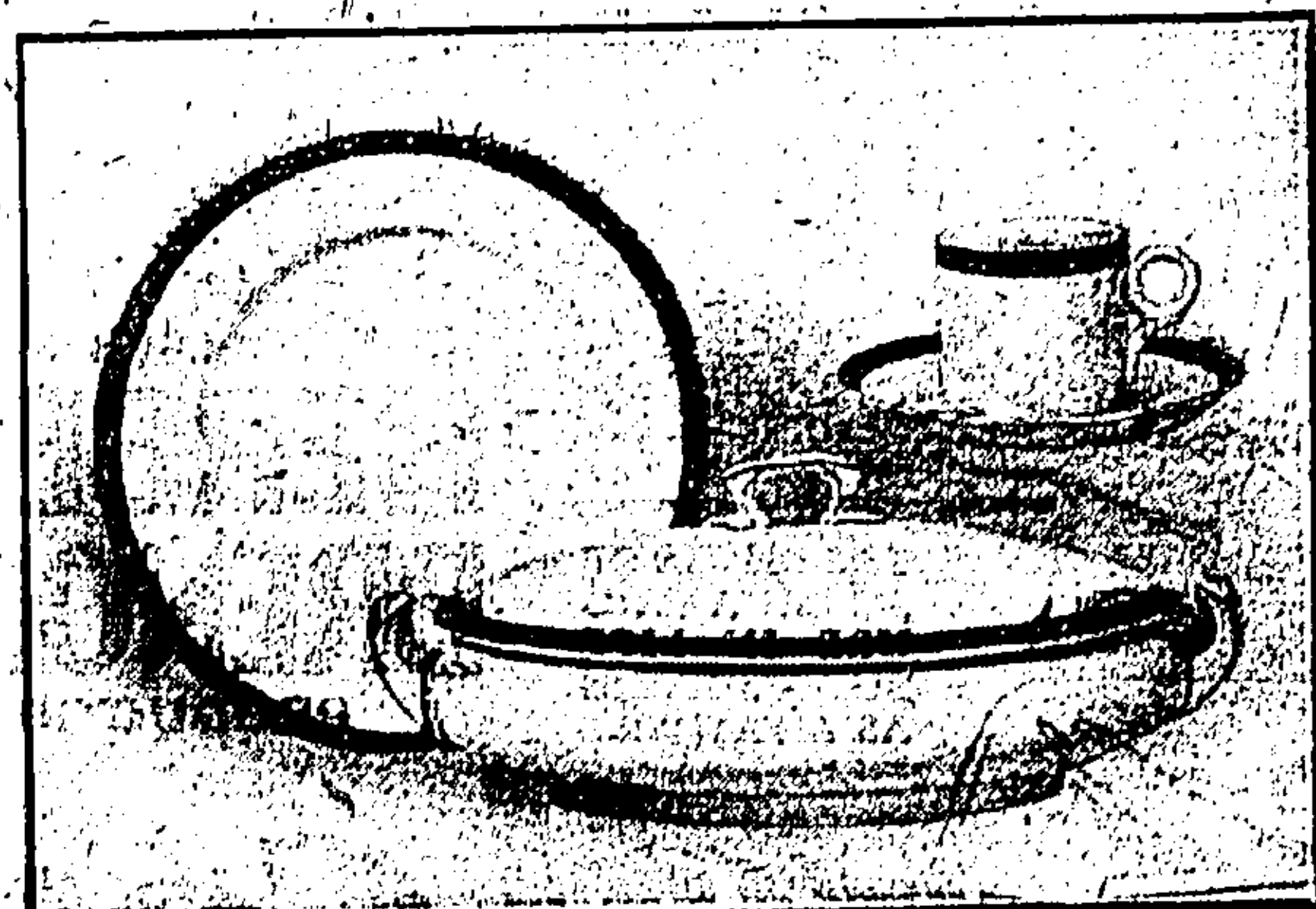
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A BROKEN DOWN SYSTEM.
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness, a break down, as it were, of the vital forces that sustain the system. No matter what may be its cause, it is almost numberless, its symptoms are much the same, the more prominent being depression of spirits and want of energy for all the ordinary activities of life. Now, what alone absolutely restores vitality in all such cases is increased vitality—vigour, vital strength and energy to throw off these morbid feelings, and so right succeeds the day. This may be more certainly secured by a course of **THE NEW FRENCH REMEDY, THERAPY NO. 3** than by any other known combination. Sincerely as it is taken in accordance with the directions accompanying it, it will restore vitality, and the expiring lamp of life lighted up afresh, and a new existence imparted to the patient. This wonderful medicine is suitable for all ages, constitutions and conditions, in either sex; and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this recuperative essence, which is destined to restore to life every one who has been prostrated by this wide-spread scourge of human ailments. It is sold by all Chemists, and is not a return medicine. Sole English and Colonial Agents: Messrs. J. & W. L. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

TAXED FROM MORN TILL NIGHT.

A TAX-PAYER'S COMPLAINT.
(By Harold Cox.)

In addition to the heavy taxes taken from us in the shape of income tax every half-year, and the still heavier duty levied at death, the Treasury levies day by day a series of taxes at every turn of our daily life.

These taxes are technically known as "indirect" because they are not directly charged upon the person who has finally to meet them. As a result few people are conscious of their existence, but they are there, and have to be paid day by day.

They begin at the breakfast table. Whether we drink tea or coffee or cocoa we have to pay a tax to the Chancellor of the Exchequer; the jam or marmalade we eat is also taxed on the sugar contained in it.

When breakfast is over, often cigarettes are lighted, and not only are the cigarettes themselves taxed at the rate of 18s. 7d. a lb., but there is even a tax levied on the matches used to light them.

At luncheon and dinner and afternoon tea the Chancellor of the Exchequer is again watching. Any one who drinks a glass of beer or whisky or wine has to pay a heavy tax upon it, and every bit of cake is taxed on the sugar and sultanas in it.

If a man backs his fancy on a horse race he has to pay a Betting Tax, and if he ends the day by going to a theatre he has to pay an Entertainment Tax on his ticket. Alternatively, if he goes to his club for a game of cards he has to pay a tax on the pack of cards he uses. If he takes a patent medicine as a tonic he has to pay a substantial duty even upon that. If in the course of his daily business he sends or receives money he has to pay 2d. on each cheque he draws and 2d. on each receipt he gives.

Meanwhile, out of each day's earnings, roughly a fifth has to be set aside to meet the claims that the income-tax collector and rate collector will in due course present. If after he has met all these charges he succeeds in saving anything for investment and buys a security on the Stock Exchange he has to pay a heavy stamp duty on the purchase.

Many of these taxes, it is true, have long been in existence, but the contrast between pre-war rates and present-day rates is terrific. The beer duty, for example, used to be levied at a very moderate rate. In 1913-14 the rate was 7s. 9d. a standard barrel; it has now risen to 80s. This is a peculiarly unjust burden upon the manual

SCHOOLGIRLS IN MOTOR CRASH.

TWO OF ENGLISH PARTY BADLY HURT.

Two English schoolgirls, members of an English picnic party of 28 students, were seriously injured, and several other more or less shaken, when a motor-coach in which they were returning to Paris from the Forest of Fontainebleau crashed into a tree near Plessis-Chenet after it had swerved to avoid a small car.

The injured girls, Miss Grace Mary Hill, 16, who has a compound fracture of the leg, and had to have a foot amputated, and Miss Mary Hargreaves, 14, who received serious internal injuries, are from the county school at Bridgwater, Somersetshire.

The parents of all the children were at once notified and those of the two injured girls were advised to come to Paris without delay.

Miss Hill and Miss Hargreaves, after receiving first aid at the hospital at Corbeil, were taken to the British Hospital in Paris in a motor-ambulance. The other girls, who are staying at the Girl Students' Hostel in Paris, return to Bridgwater to-morrow.

worker, for beer is a food as well as a drink, and is especially valuable to men who have to earn their living by working in the open air.

As a result of the rise in taxation the average price of beer for the working man has rather more than doubled. The case of whisky is perhaps even worse. A bottle of whisky now costs 12s. 6d., and of that figure the tax alone represents 8s. 5½d.

Admittedly beer and spirits are suitable subjects for taxation, but not for such high taxation as they now have to bear. On both these articles of popular consumption we ought to get back to pre-war rates. As regards tea and sugar, copan and coffee it is highly desirable that we should go farther still and abolish these taxes altogether.

The tea and sugar duties in particular press with special severity on the poorest classes in the community, and are therefore a violation of the elementary principle that people should be taxed in proportion of their capacity to pay.

From the point of view of equity alone it would be far better to extend the income tax downwards, so that all classes may make a direct contribution, of which they are themselves aware, to the necessary expenditure of the State. If all voters were direct taxpayers, even Mr. Churchill might think it politically worth while to give effect to his promise to cut down expenditure.

"RED" MENACE IN INDIA.

NORTH WEST FRONTIER DANGERS.

The Government of India report for 1926-7, prepared by Mr. I. Coatman, Director of Public Information, has been published.

During the year Communism in India was more active and more vocal than in the preceding year. The report states:

"The continuing disorders in China, which led to the dispatch early in 1927 of an Indian Brigade to Shanghai, have served to bring vividly before the Indian mind the importance of Bolshevism as an active and potent force in world politics. This natural interest in the affairs of a great adjoining country has not been permitted to languish for want of stimulation from outside, for there has been no lack of authoritative pronouncements from Moscow that the Chinese disturbances are as no more than the first tremors of a great revolutionary upheaval that will dash the British dominion in India to pieces."

It is, however, comforting to learn that, in spite of all this propaganda, "Indigenous Communism, as represented by the so-called Communist Party of India, seems to have made little appreciable headway."

Communal Feuds.

The year under review has been marked by antagonism between Hindus and Mohammedans, which has showed itself in "excesses" or riot and murder worse than anything recorded for many years past.

With reference to this vital question the report states:

"It is often said that Hindu-Mohammedan antagonism owes its present intensity to the Reforms, which, by bringing the people of India face to face with some of the problems which they will have to solve before they can enjoy responsible self-government, has precipitated the struggle for the powers and emoluments of office, and, in fact, for the control of the machinery of government. It can hardly be denied that the Reforms of 1919, by forcing Hindus and Mohammedans to take thought of their respective positions under a fully responsible government of a democratic type, with its central doctrine of government by majority, have reinforced traditional enmities."

The chapter on the North-West Frontier is of special interest. It is now reckoned that the trans-border tribes have no fewer than 140,000 modern rifles, and that the Mahsuds alone can arm effectively 12,000 men and the Wazirs 10,000 men. Hence increased difficulties for the Indian police.

"Increasing education together with its beneficial effects has the drawback of making many criminals more clever at their work and of introducing them to new and sophisticated forms of crime. The railway, the telegraph, the motor-car, and so on have been pressed into the services of the criminals of this country, whose greater mobility and knowledge as compared with some years ago makes them ever more serious antagonists for the Indian Police."

The year 1926-7 was not a particularly good year for commerce and industry, but it was not particularly bad. In India's foreign trade Japan ranked second, as she has during the two preceding years. Germany is making a steady bid for her old trade with India, and the "hardware trade seems to be passing into German hands," says the report.

The report, which deals with every sphere of Indian life, is profusely illustrated with photographs, maps, and statistical tables.

WOMAN KISSED IN THE DOCK.

BY MAN WHO PROVED HER INNOCENCE.

A man at Manchester Police Court established the innocence of a woman charged with him, and kissed her as she left the dock.

The woman—Winifred Murphy, of Thorncliff-grove, Chorlton-cum-Hardy—and the man—Frederick Thompson, of Birmingham—were accused of housebreaking and stealing gems.

The police said that in the woman's house were found gems behind a gas stove, while under a mattress were jewellery, a hacksaw, and other housebreaking implements.

When charged Thompson said, "I am guilty; she is not."

Thompson, who asked to be tried at the assizes to save three months' wait, was sent for trial to the sessions.

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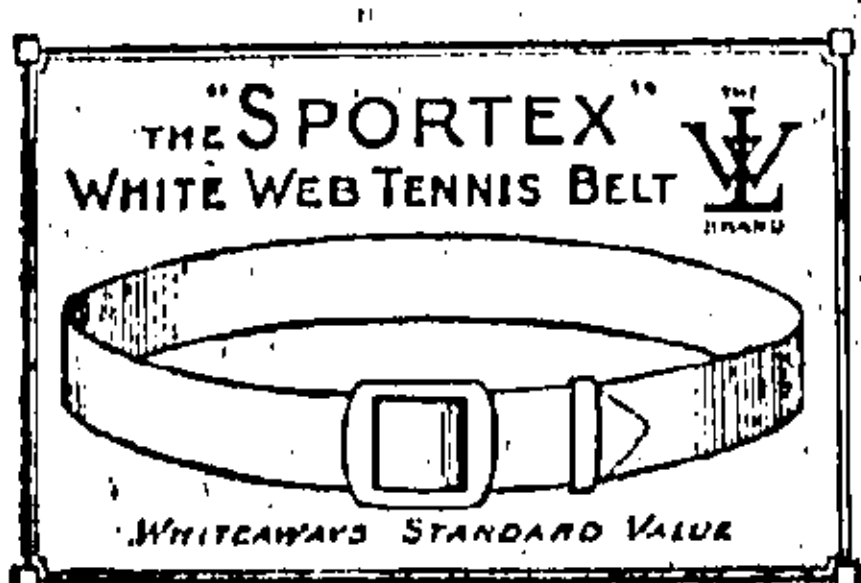
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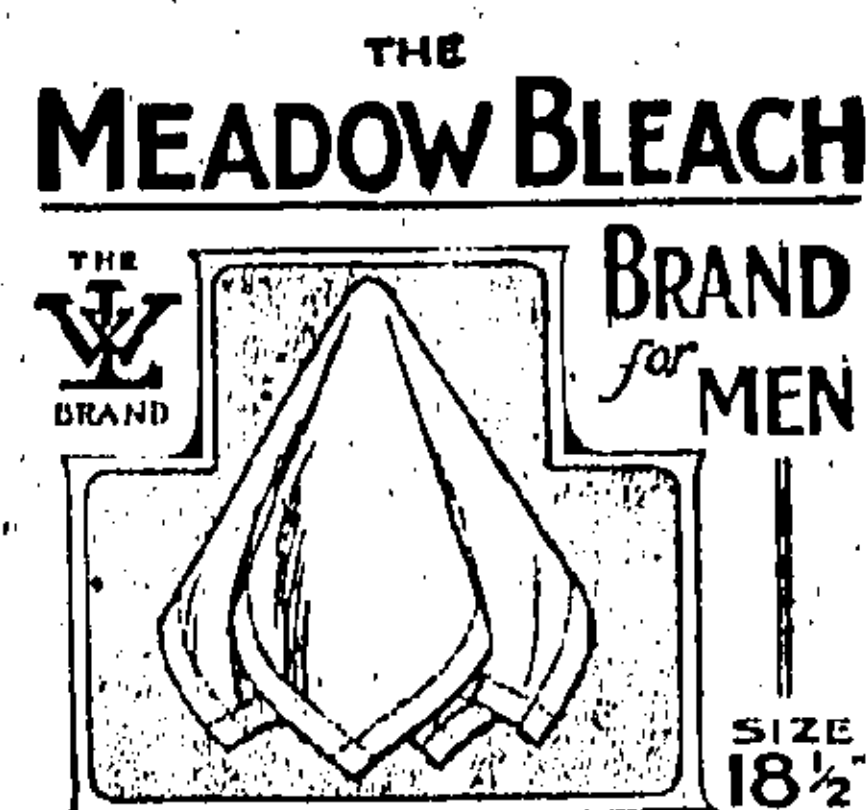
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Cream washable webbing, non-rusting patent buckles, width 1 1/2".
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The "MEADOW BLEACH" Handkerchief.
Men's, ready for use. Wash and wear splendidly. Hem-stitched.
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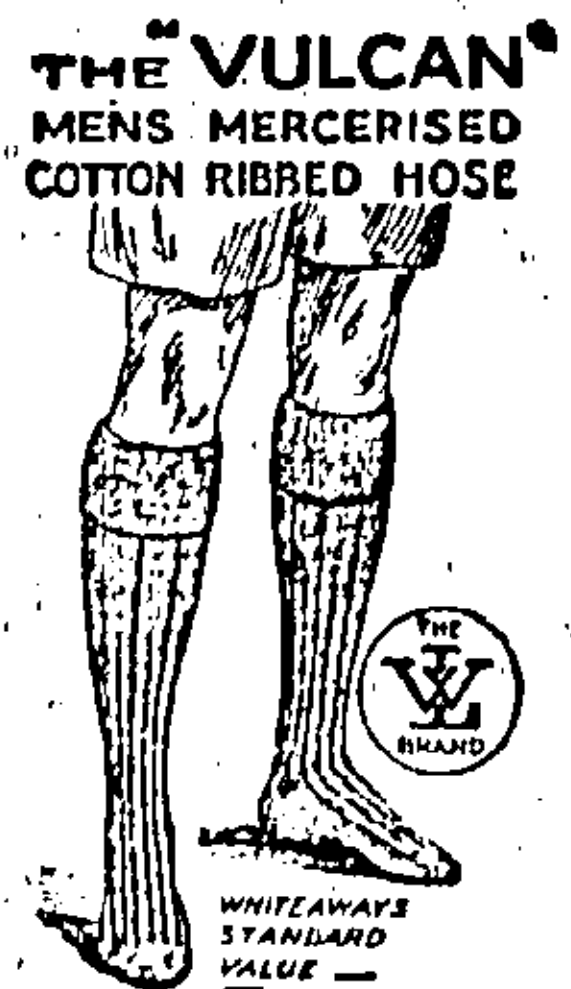
The "HARDWEAR" Cotton Socks.
A strong sock suitable for Summer wear. Shades, beach, white, tan, grey.
STANDARD VALUE 85 CENTS PAIR



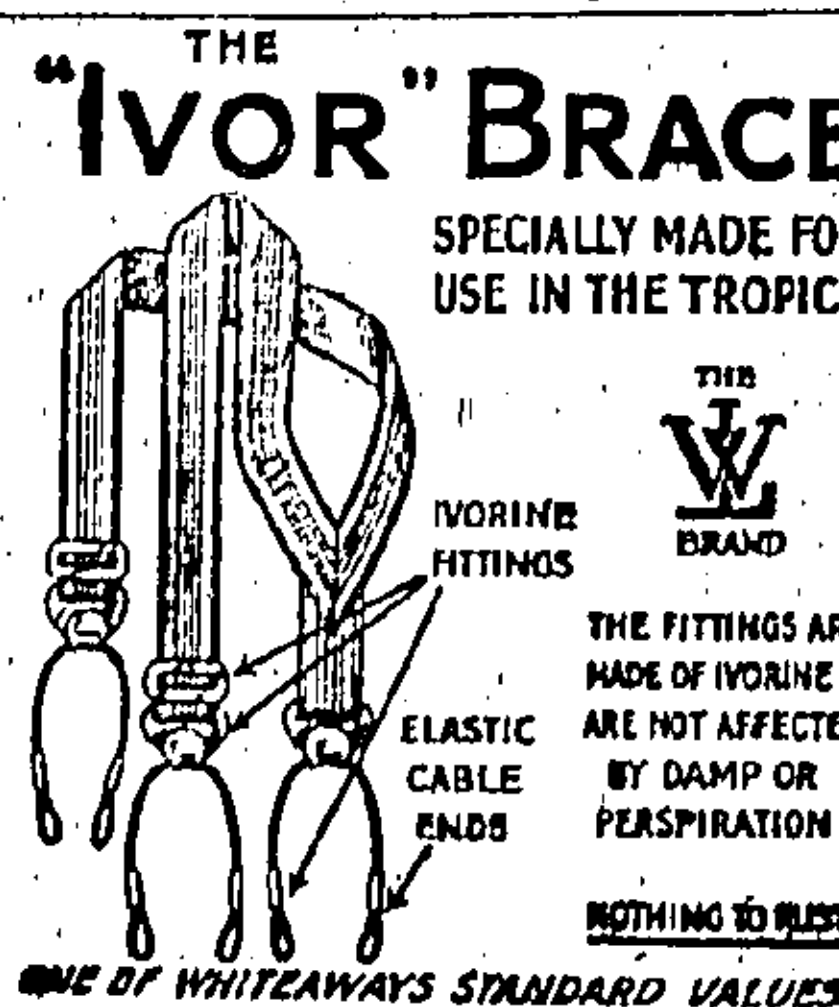
"GABERDINE" Trousers.
Thoroughly shrunk, superior quality, English Tailored.
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The "STORMPRUFF" Umbrella.
Full size Waterproof Umbrella, crook handle, wood stick, steel frame.
STANDARD VALUE \$3.50



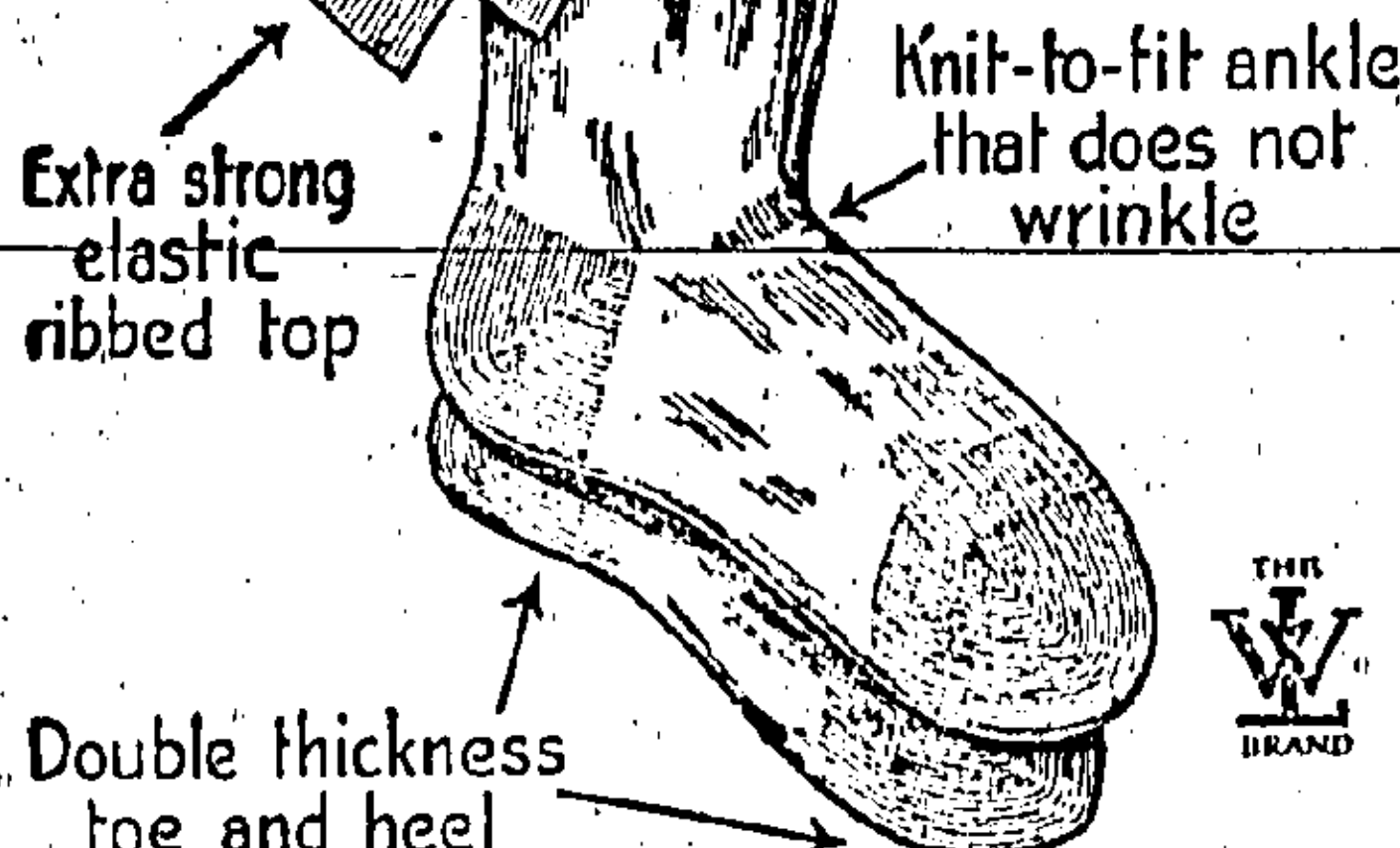
The "VULCAN" Cotton Hose.
Made from fine quality Cotton, Mercerised. Khaki shades.
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The "IVOR" Brace.
A light weight webbing Brace. Ivory fittings, Elastic ends.
STANDARD VALUE 85 CENTS PAIR

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Double thickness toe and heel
ONE OF WHITEAWAYS STANDARD VALUES
The "STANSWEAR" Art Silk Socks.
These have the appearance of Silk. Unshrinkable, durable, and retain their lustre finish, all colours.
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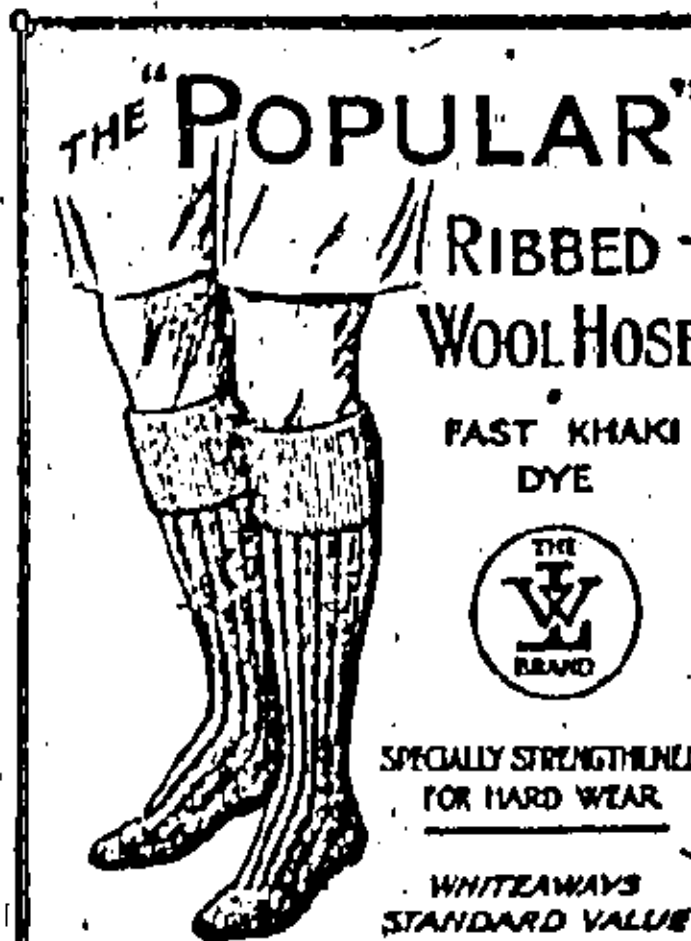
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Suitable for Tennis or other Sports, long or short Sleeves. Taffeta, Twill and Cellular.
\$3.95 AND \$4.95



The "CEYLO" Pyjamas.
A light weight Cotton Pyjama for coolness and comfort.
STANDARD VALUE \$5.50



The "TURCO" Bath Gown.
Made from Absorbent Turkish Toweling, in Checks, Stripes and White.
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The "POPULAR" Ribbed Hose.
Self turnover tops, Khaki shade, very durable.
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The "SAN TOY" Ties.
A very serviceable Tie in a smart range of colours.
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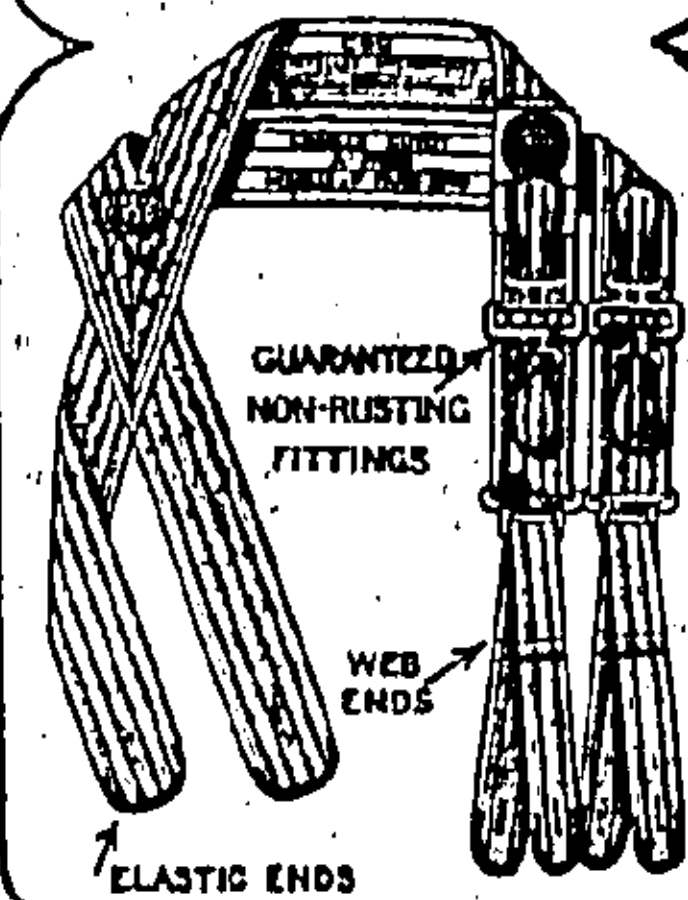
The "FITU" Shirt.
A very strong Repp Shirt, with one, or two colours in stripes, and plain shades.
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Two two-piece "altogethers," red crepe de chine at the left, trimmed with rich white wool embroidery; at the right, grey crepe of suspender treatment. In the centre the frocks are viewed with their coats.

ALTOGETHERS.

THE NEW NAME FOR FROCK ENSEMBLES.

The frock ensemble is a new note Paris is developing in novel fashion this year.

It seems that a chic frock is not enough nowadays. It must have its own cape, long coat, jacket, sleeveless, cardigan or at least a sleeveless gilet to give thought to cool days when pride will not keep one quite warm enough, even though the frock may be an original creation of a famous designer.

Called Altogethers.

With the coat these new ensembles are called "altogethers." A woman is smartly clad for cool days or warm, in one of them. The sensible principle underlying them is that, with or without the top covering, the costume is complete.

One favourite manner of interpreting this late whim is to use a printed material for the dress and touch up the plain material jacket, cape or coat, with printed touches.

The dress pictured above which composes one original two-piece suit distinctively develops a new bolero effect on the frock and achieves quite a different and much straighter silhouette by adding a hip-length jacket.

Red crepe de chine is its fabric medium, richly embroidered in white wool and small metal eyelets. The frock has three tiers of embroidered material for the bolero effect and big plants under each give skirt fullness. The sleeves repeat the embroidery in their cuffs. And a charmingly feminine monk's collar of white mousseline do soie embroidered in red adds to its becomingness.

The coat is straight-line, of the red, richly embroidered both as to body and slit cuffs. And a long shawl collar repeats the frock's collar for material and decoration. Totally different is a grey-crepe de chine frock that has a long coat with military collar topping it.

The frock has a suspender treatment outlined with a touch of old red and great fullness and more length characterize the skirt. The collar is red-embroidered, as are inserts in the cuffs and a little tie tie is of red.

Buttons Like the Best.

New in many ways is the coat. It buttons instead of wrapping around—as do the best coats this year. It is of the same grey silk and has hand stitching in red edging it, richly embroidered cuffs and collar in silver on old red.

Both frock ensembles emphasize greater length. Both show the molded silhouette. And both, by suggestion, give the normal waistline much credit, though they feature a hip-length decoration on the waist.

JEWELLERY NOTES.

Necklaces in beaten gold, in floral and leaf patterns, with bracelets to match, were worn by mannequins at a recent dress show. These ornaments have an effect of ancient Greek and Roman jewellery.

French jet cut in leaf design made attractive earrings for the fair woman.

Necklaces in graduated moonstones and diamonds struck a new note.

Opaque crystal was shown to be fashionable. It was seen in the colours now most favoured—pink, topaz, pale sapphire, aquamarine, etc.—and was chiefly used for pendants.

Long chains of rose cut diamonds and diamond crosses of antique Flemish design were well in keeping with some of the picture frocks.

Motifs and pendants of onyx, inset with precious stones, were also admired.



A delightful frock composed of net, introducing the popular long hem at the back.

THIS WEEK'S RECIPE.

CHICKEN JELLY.

Line a mould with aspic jelly, and when set decorate with sprays of chervil and fancy shapes cut from pimientos. Set the decorations with more aspic. Fill up the mould with slices of cold chicken, ham or tongue, hard-boiled eggs, strips of pimientos. Pour over enough well-flavoured white sauce, stiffened with 1/2 oz. of melted gelatine to a pint of sauce, to fill the mould, and leave until set. Turn out and garnish with lettuce or cress and green salad.

If used for a picnic, this should be carried in the mould, and may be served with Russian salad packed in cartons.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, March 29.
This week I have had sketched for you a delightful frock—simple and becoming. It is made entirely of net and introduces the popular long hem at the back without entering into the realm of the super-picturesque and too-ornate for ordinary evening wear. Some of the smartest and prettiest dresses of the moment are made of net, and this one is black net over a slip of rose pink. Quite Victorian on the face of it, as regards the colour combination, and in any case very unsophisticated. But the shoulder flower is composed of pink and black net and has a diamond centre. Two flounces make the skirt, as you can see, and the girdle, almost at the normal waist-line, be it noted, is of black velvet and diamante.

Vanity Street.

The other sketch is a cute little "bridge" blouse of the kind so fashionable nowadays. It was of figured silk in shades of blue, lemon, green and orange. Having written these words, I am aware that the colour combination sounds awful, but it really was beautiful in the way the colours merged. The reverse edging and the sleeve trimming were in blue, but there was no reason why it should not have been any of the aforementioned shades which the wearer desired to emphasize. It is not so much a matter of colour as design to which I have to draw your attention in this little garment.

Is That So?

Our artist has given you the Marchioness Curzon of Kedleston, one of our Society leaders, and a very beautiful woman, coming

FOR THE BEACH.
THE NEW ENSEMBLE.

Black and white satin embroidered in colours fashioned a new Lido suit. The bathing suit itself was of black satin, with a sash of satin embroidered in colours, and the very attractive coat, which had a slightly Chinese suggestion in the cut, was of embroidered white satin. A black satin turban formed the bathing cap. Above it was worn a wide black straw hat, to be removed with the coat, of course, when the sunny beach is forsaken for the sea.

The ensemble for bathing and sun-bathing is likely to become a favourite fashion, and the perfect



A charming little evening dress, in love-in-a-mist blue chiffon, has its flounced skirt tightly embroidered in diamante; the cascading shoulder-knot being of diamante-studded chiffon en suite.

EVENING FROCKS.
HAVE LONGER SKIRTS.

Long-skirted evening frocks, as shown at a recent mannequin parade charmed everyone. The bodies of these frocks were plain and close-fitting, and were cut rather low both front and back, with narrow shoulder straps, or chains.

Skirts were decidedly longer than they have been in all but definitely "picture" frocks; some of them were ankle length. There were interesting variations of the uneven hem line, but there was nothing that looked odd or ungraceful. A beautiful frock of black chiffon worked all over with gold discs had a genuinely long skirt; the little bodice was held by gold chains over the shoulders. Gold, pearl and diamante embroideries appeared on a dress of pale coffee-coloured chiffon; this had narrow shoulder straps matching the embroideries.

Diamante, the Mode.

Cobweb diamante trimmed a gown of black and white satin; a red georgette frock was embroidered with diamante, giving a dew-drop effect, and finished with a deep hem of heavy embroideries of jet and silver. Big round buttons in diamante were introduced as a finish to a dress of gold and grey lame. Beige lace was embroidered with gold. Red velvet worked with gold thread fashioned another gown.

Mousseline lame in pink, mauve and gold fashioned a lovely frock, which had a deep square yoke and draperies from one side of the bodice and on the skirt. Diamante worked in the design of a frond of a fern trimmed the front of a white chiffon and lace frock at the waistline. Chiffon, georgette, lace and lame frocks were most prominent, and they were, almost without exception, embroidered. There was one frock of embroidered tulle in rose-colour. A shaded green chiffon dress was shown. Favoured colours, next to black and white, were blue in many shades, rose, lettuce-green, eau de nil, mauve, orange, beige and red.

ly plain wide straw hat will surely be seen on English beaches in the coming summer days. The coat to match or contrast attractively with the bathing suit is a delightful fashion, and not too wildly extravagant for the girl who can embroider it herself.



Upper, new bridge costume, of jacket and sleeveless frock of silky pink lace. Right, graceful, dignified spring tea gown in five shades of green chiffon.

FOR THE CHILDREN.

THE LITTLE THEATRE IN LONDON.

The Children's Theatre is not, as some people suppose, a theatre run by children, but a theatre run for children. A few artists realised that the ordinary theatre is unsuitable for children, both as regards the plays performed and the length of the performance. They had a dream of a theatre which would appeal primarily to children—a theatre in which short, simple plays with a small cast would be presented, also folk songs, sea chanties, mime, dancing, and all the other things that delight children. They had also an ideal behind their dream. They believed that the drama is an educative influence, and that the child's sense of drama, and taste in drama, can be developed and fostered.

The little theatre in Endell Street, London W.C., is the realisation of that dream. An old shop



This little bridge blouse is a useful addition to one's wardrobe. The model was in figured silk in shades of blue, lemon, green and orange.

has been converted into a modern theatre, with all the necessary equipment of a theatre. As yet it is only a few months old—even younger than the children for whom it caters. It is, however, no pulling infant, but a sturdy, thriving youngster. It is seated for 115, and though primarily meant for children, adults are welcomed. The seats may all be booked, and the prices range from 1s. 2d. to 6s. 3d. for adults. Children are half-prices, and special terms may be arranged for schools.

Real Works Of Art.

Though so small, it perhaps accommodates more excitement and

INTRODUCTIONS.

An introduction may be the preliminary to a few minutes chat, mutual bows, and parting of the ways. On the other hand, it often leads to an acquaintance which ripens into cordial friendship. Where the opposite sexes are concerned, it lies with a woman to acknowledge, or, if she prefers to do so, ignore, when next they meet, the man who was introduced to her on a recent occasion.

He has to take in at a glance whether she catches his eye with a smile and an inclination of the head, or looks past him, before he returns the courtesy. She may have forgotten him, of course, and not be cutting him intentionally, but he cannot force himself upon her notice except by obtaining another introduction.

An unmarried girl should wait for the recognising bow of an older matron.

When pleasant relations are being established, and one is anxious to improve the acquaintance, an exchange of visiting cards may be suggested, and an invitation to "come and see me I should so like to continue our talk. That is my address—or phone number." The other may follow this up, or not, as she chooses.

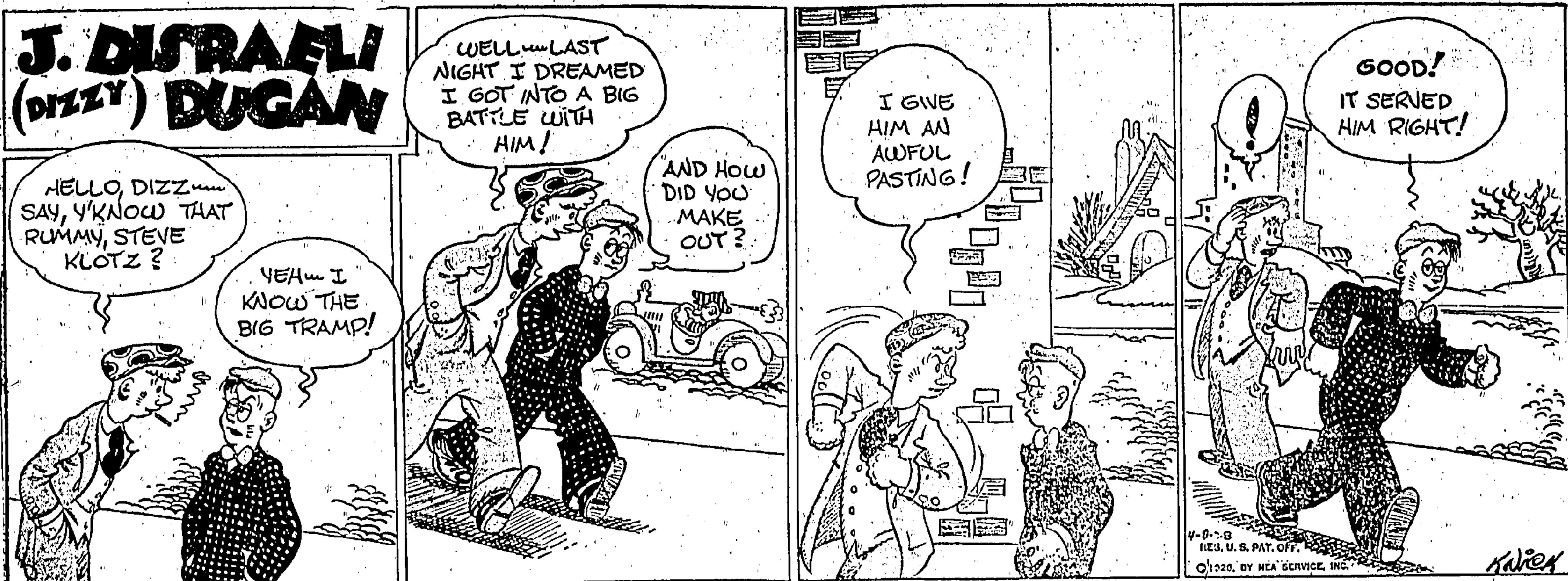
People who meet casually after being introduced usually merely bow and smile in passing. The hand-shake and the pause for a chat come later.

laughter than any other theatre in London.

The performances are real works of art. The curtain backgrounds are feasts of colour, the dresses gay and arresting. The plays, music, songs, dances are by turn dainty, droll, full of rollicking mirth or delicious buffoonery. This is no amateur performance, but the work of real actors and actresses, who are giving of their best to the rising generation. The performance begins at 5.45 and lasts about an hour and a half, so that the actors and actresses may be ready for their evening's work at other theatres.

Before the curtain goes up excitement runs high. Scraps of conversation in shrill trebles are wafted from every side—"Will it begin soon?" "Where will mummy sit?" Then a more arresting remark in a challenging voice from a small girl—"Did you ever ride on a lion?" We did not hear the reply, but the inference was that a lion was the questioner's usual mode of locomotion.

It was altogether a charming performance. To all who have not yet visited the little theatre, be they old or young or middle-aged, it is calling, "Come—come—come," and all the small children who have already been there are calling, "Go—go—go—and please, take us with you!"



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Dear boys, I hope those arms will sustain you. For me, alas, those arms are not outstretched because I have rejected them. For me, I fear only Lucifer's headlong fall down, down to the bottom of perdition.

Enough. I have concocted my own medicine; it is poor sportsmanship, therefore, to grumble at the dose. By my side is the grimly shining instrument of a death loaded in full. Where shall I point it? Head? Heart? I think it shall be the head.

Good-bye, dear wife, dear children, dear friends. You won't turn me down, will you, because I am powerless to defend myself? I thank God for life. It is good to have lived, and as for death I am a dogmatist but shall know in sixty seconds. Bang!

When found Pitt had a revolver in one hand and a pencil in the other.

A verdict of Suicide while Temporarily Insane was returned.

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EMPEROR OF CANADA	Jun. 13	Jun. 16	Jun. 19	Jun. 21	Jun. 30
EMPEROR OF RUSSIA	Jul. 4	Jul. 7	Jul. 10	Jul. 12	Jul. 21
EMPEROR OF ASIA	Jul. 18	Jul. 21	Jul. 24	Jul. 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 23	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 13	Sept. 16	Sept. 19	Sept. 21	Sept. 30
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20

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SPHINX..... 5th June.	SPHINX..... 5th June.
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From Dunkirk, Antwerp, London	For Marseilles
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LAWN BOWLS OPEN CHAMPIONSHIP.

[To the Editor, Hongkong
Telegraph.]

Sir,—Regarding the draw for the Lawn Bowls open Championship, published in your paper on Tuesday last I have been assailed in the usual manner by several people who have pointed out to me that a mistake has been made in the number of byes shown.

For the guidance of those who have the job of drawing competitors in club events, also deck tournaments on board ship, in which hopeless muddles often occur, I will try to make the method clear: The rule is simple. Subtract the number of entries from the next highest power of byes, which will then be all wiped out in the first round. In the case quoted above, the power required is 128. Subtracting 78 entries leaves 50 byes. If this cannot be easily remembered, the table at the end of the English Bowling Association's Year Book, gives the number of byes for a large number of entrants.

Looking in at a certain club some time ago I noticed on the board a competition which was in course of being played. The man at the bottom of the list had won his first game, but was very unfortunate in his search for further victims, as he was only qualified to meet him until the final had been reached. One can readily sympathize with the gentleman's feelings on finding himself placed in a supreme class all by himself, and we can only hope that he justified the obvious confidence placed in him by emerging victorious in the final. It would be too dreadful to imagine the other finalist as falling sick and being unable to appear.

I hope that my explanation will now make the matter clear to all concerned.—Yours, etc.,

C. J. TACCHI

Hon. Secretary, H.K.L.B.A.

THE YACHT CLUB.

PROPOSED RAISING OF SUBSCRIPTION.

An extraordinary general meeting of members of the Royal Hongkong Yacht Club was held at the Club House yesterday, for the purpose of passing the following resolution as an extraordinary resolution.

That the Articles of Association be altered by: 1. Deleting the first three lines of Articles 1 and substituting therefor the following: "The subscription for a Resident Member shall be Three Dollars a month, or such lesser amount as the General Committee may decide, payable half yearly in advance." 2. By deleting the figures "42" in Article 40 Line 12 and substituting therefor "43."

The resolution was carried unanimously. Notice was given that a confirmatory meeting has been fixed for Friday, May 25, to be held at the Club House at 6 p.m.

TENNIS INTERPORT.

HONGKONG LADIES TEAM FOR SHANGHAI.

The following ladies have been selected to represent Hongkong in the Ladies Interport tennis match against Shanghai: Mrs. Tottenham, Miss Enid Lo, Lady Stuart Taylor and Mrs. Miles.

Mrs. Tottenham, who is the holder of the ladies open championship of the Colony, will captain the team. Miss Enid Lo was runner-up to Mrs. Tottenham last year, and Lady Stuart Taylor and Mrs. Miles have been prominently identified with the tennis activities of the Ladies' Recreation Club.

OUR DAILY TALK ON HEALTH.

BACKBONE COMPARED WITH SUSPENDERS.

A little boy's definition of the backbone is that you sit on one end of it and your head sits on the other.

The backbone is composed of 33 or 34 bones which are placed one upon the other and separated by cartilages. They are held together by ligaments or bands of tissue like rubber.

In addition, great muscles run up the sides which aid in the movement of the back as well as in holding the bones in place. The extreme limit of movement is fixed by processes of the bone which extend from the rear of the main disks and come into contact with similar processes of the next bone.

Flexibility.

The flexibility of the spine is limited in this way, although it is much more flexible in some animals than in others. The spine of a cat is especially flexible.

Usually the spine is curved in four places. These curves are balanced so that when one curve is increased another is decreased. If the person moves, his centre of gravity changes.

When these curves become over-curved or when the spine is thrown into improper curve, the person is said to have curvature of the spine. However, some curving is absolutely normal. If a person stands invariably in a bad position, a constant strain is thrown on the muscles and the ligaments so that the rubber wears out exactly as it does in an over-curved pair of suspenders.

Overstretched Ligaments.

It is usually impossible to restore the flexibility to the suspenders, which are dead material, and if one waits too long, it may be impossible to revive the flexibility of overstretched ligaments. In such cases a competent physician provides braces to assist the worn-out ligaments in doing their work.

Exercises for the back are planned primarily with a view to keeping the tissues flexible and full of the blood which provides them with their nutrition.

If a person stands or sits improperly, extra strain is thrown upon all of the organs and the result is general fatigue and illness.

MAN WHO WENT BACK TO BED.

RESPECTABLE ARREST REFUSED.

Giving evidence against a man charged with using obscene language, a policeman stated at Tottenham Police Court that when the man came into the street in his nightshirt he ordered him to return indoors and make himself respectable "to be arrested." (Loud laughter.)

The man obeyed the order to go indoors and the policeman awaited his return in the street. A quarter of an hour passed but no man appeared through the still open door. "So," said the officer, "I went into the house and found that instead of dressing, the defendant had got into bed." (Loud laughter.) "I waited while he dressed and then took him to the police station."

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th May, 1928, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 1st June, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th May, 1928, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

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All broken, chafed and damaged packages are to be left in the godown where they will be examined on 18th May, at 10 a.m.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable, unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

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OUTLAWING WAR.

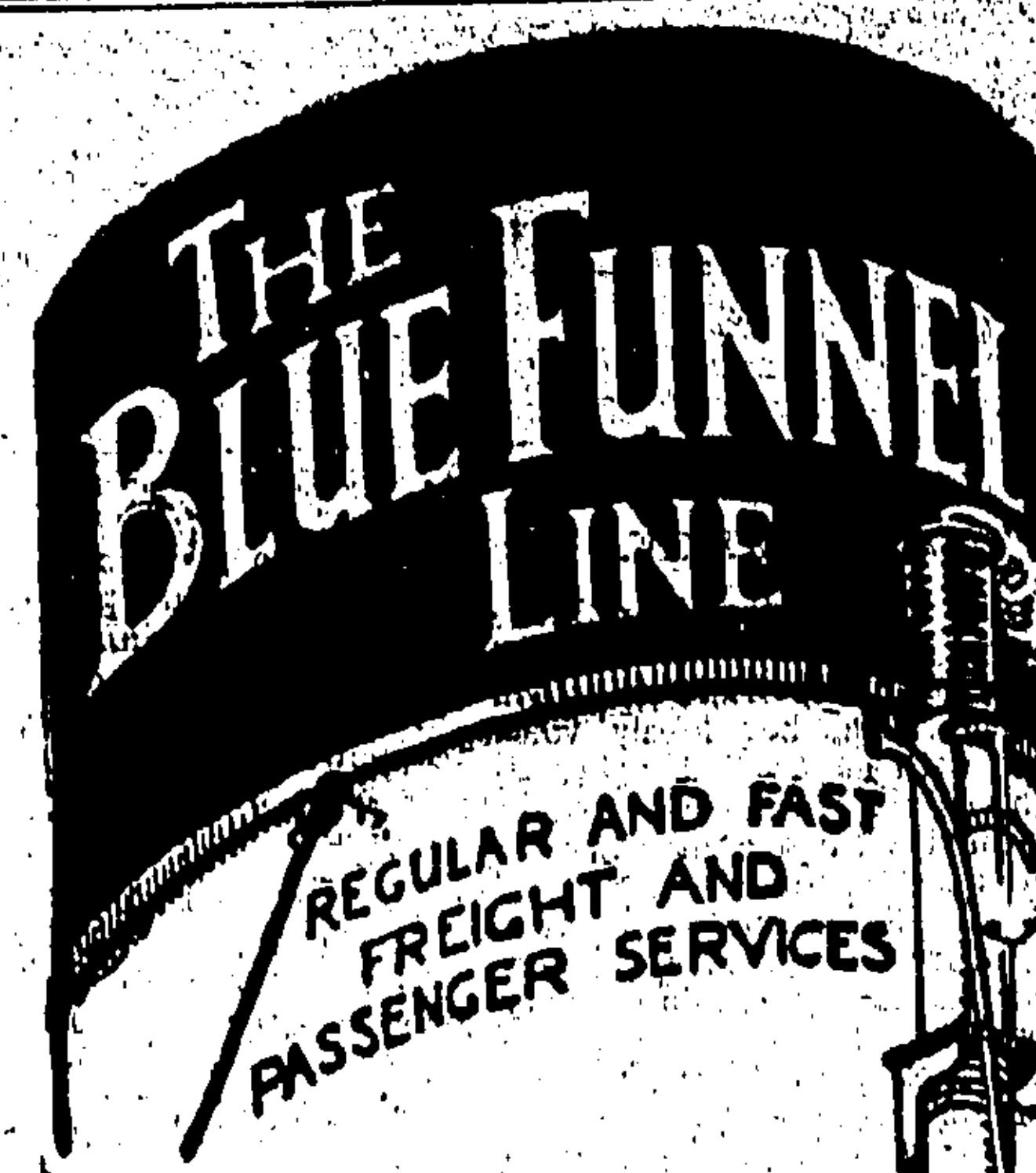
CONSULTING THE DOMINIONS.

London, May 11. Winding up the debate, Mr. Locker Lampson said that consultations were being made with the Dominions telegraphically and he hoped the results would be known in a very few days.—Reuter.

Treaties Approved.

Washington, May 11. The Senate has approved the new arbitration treaties with Germany and Italy and a supplemental conciliation treaty with Germany. These treaties are the two already negotiated, or being negotiated, with nineteen foreign governments to replace those expired—Reuter's American Service.

Arrives at Aleppo from Bucharest Paris, May 11. Pelletier D'Oisy arrived at Aleppo at 3 o'clock from Bucharest.—Reuter.



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Pres. Cleveland	... Tues. June 5th	Pres. Lincoln	... Tues. May 29th
Pres. Pierce	... Tues. June 19th	Pres. Madison	... Tues. June 12th
Pres. Taft	... Tues. July 3rd	Pres. Jackson	... Tues. June 26th

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Pres. V. Buren	... Sun. Jun. 3, 8 a.m.	Pres. Adams	... Sun. July 15, 8 a.m.
Pres. Hayes	... Sun. Jun. 17, 8 a.m.	Pres. Garfield	... Sun. July 29, 8 a.m.

To Manila

Pres. Grant	... May 12th, 6 p.m.	Pres. Cleveland	... May 25th, 6 p.m.
Pres. Wilson	... May 20th, 8 a.m.	Pres. Van Buren	... June 2nd, 8 a.m.
Pres. Lincoln	... May 22nd, 6 p.m.	Pres. Madison	... June 5th, 6 p.m.

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AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... ELLERMAN LINE
"CITY OF BOMBAY" Mar'les, Havre, L'don, R'dam, H'burg & Hull 25th May.
"CITY OF CARLISLE" Mar'les, Havre, London, R'dam & Hamburg ... 24th June.
"CITY OF BEDFORD" ... Havre, London, R'dam & Hamburg ... 25th July.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE
"CITY OF NEWCASTLE" ... via Suez Canal ... 15th Jun.
"CITY OF OSAKA" ... via Suez Canal ... 13th July.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICE TO

BOSTON & NEW YORK ... AMERICAN & ORIENTAL LINE
"FORRESBANK" ... via Suez Canal ... 6th July.
MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE
"TINHOW" ... via Suez Canal ... End of July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Tbo, Port Amelia, Mozambique, Ohlinda, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

THE BANK LINE, Ltd.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110 \$102 \$83 via SAN FRANCISCO
\$8440 \$8420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
Siberia Maru (Call Koolung)	Tuesday, 15th May.
Taiyo Maru	Tuesday, 29th May.
Tonyo Maru	Tuesday, 12th June.
LONDON via Singapore, Suez, Marseilles & Ports.	
Hakozaki Maru	Saturday, 19th May.
Hakusan Maru	Saturday, 2nd June.
Kitano Maru	Saturday, 16th June.
SYDNEY & MELBOURNE via Manila & Ports.	
Mishima Maru	Wednesday, 23rd May.
Tango Maru	Wednesday, 20th June.
BOMBAY via Singapore, Penang & Colombo.	
Tamba Maru	Saturday, 12th May.
Moji Maru	Sunday, 27th May.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,	
Los Angeles Mexico & Panama	Thursday, 31st May.
Rakuyo Maru	Thursday, 31st May.
SOUTH AMERICA (EAST COAST) via Singapore,	
Capetown & Ports.	Saturday, 9th June.
Wakasa Maru	Saturday, 9th June.
NEW YORK and/or BOSTON via PANAMA.	
Tsuyama Maru	Sunday, 13th May.
Fuji Maru	Wednesday, 13th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	
Tovooka Maru	Wednesday, 23rd May.
CALCUTTA via Singapore, Penang & Rangoon.	
Ceylon Maru	Saturday, 19th May.
NAGASAKI, KOBE & YOKOHAMA.	
Tanaka Maru	Friday, 18th May.
SHANGHAI, KOBE & YOKOHAMA.	
Nagato Maru (Moji Direct)	Saturday, 12th May.
Durham Maru	Sunday, 13th May.
Haruna Maru	Monday, 14th May.
Mito Maru (Call Moji)	Sunday, 17th May.
Gonos Maru	Sunday, 20th May.
Cargo only.	

Subject to alteration without notice.
For further information apply to: NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamers	Sailings
TO TSINGTAU via SWATOW & SHANGHAI	Hopsang Kwaisang Hangsang Fookhsang	Sun. 13th May at noon. Tues. 15th May at noon. Sun. 20th May at noon. Wed. 23rd May at noon.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kutsang	Satur. 19th May at 7 a.m.
TO CANTON	Hangsang	Mon. 14th May at 8 p.m.
TO STRAITS & CALCUTTA	Yuensang Fookhsang	Tues. 15th May at 3 p.m. Tues. 22nd May at 3 p.m.
TO SANDAKAN	Hineang	Tues. 29th May at 3 p.m.
TO TIENTSIN via WEIHAIWEI & CHIPSHING	Chipsang	Satur. 12th May at noon.

For freight or passage apply to: JARDINE, MATHESON & CO., LTD.
Telephone 215. Central General Managers



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN

Steamers	From	Expected on or about	Will leave on or about	For
Tjisondari	Batavia	In Port	13th May	Amoy & S'hai
Tjisroea	S'hai, K'lung	14th May	16th May	Batavia
Tjimanoeck	Java, Mesr	21st May	23rd May	Amoy & S'hai
Tjiwong	Dalmy, Amoy	21st May	23rd May	Batavia
Tjikembang	Batavia	24th May	27th May	Amoy & S'hai
Tjipanes	Java, M'ila	27th May	30th May	Swatow & Saigon
Tjisondari	S'hai, K'lung	28th May	30th May	Batavia
Tjisalak	Java, Mesr	4th June	6th June	Amoy & S'hai
Tjibodas	Dalmy, Amoy	4th June	6th June	Mesr & Sourabaya
Tjikarang	Batavia	7th June	10th June	Amoy & S'hai
Tjikembang	S'hai, K'lung	11th June	13th June	Batavia
Tjimanoeck	Dalmy, Amoy	18th June	20th June	Batavia
Tjitaroem	Java, Mesr	18th June	20th June	Amoy & S'hai

† Via Macassar
* Via Batavia
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the Java-China-Japan Lijn

GLEN LINE.

Fare Hongkong to London \$82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.	
Motor Vessel "GLENARA" (Via Oran)	23rd May.
Steamship "GARNARVONSHIRE" (Via Oran)	15th June.
Steamship "PEMBROKESHIRE" (Via Oran)	13th July.
Steamship "GLENSHANE" (Via Oran)	8th Aug.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.	
Motor Vessel "GLENBEG" (Via Oran)	12th May.
Steamship "PEMBROKESHIRE" (Via Oran)	28th May.
Steamship "GLENITFER" (Via Oran)	9th June.
Steamship "GLENSHANE" (Via Oran)	29th June.
Steamship "CARDIGANSHIRE" (Via Oran)	9th July.

For freight, passage and further particulars, apply to: JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

BANK PRESENTATION.

MR. E. E. MIMMACK TRANSFERRED TO SINGAPORE.

Mr. E. E. Mimmack, the assistant accountant of the Mercantile Bank of India, Australia and China, who is being transferred to the Singapore office, was the recipient yesterday of a travelling toilet set from the Chinese and foreign staffs. The presentation was made at the Bank at noon by Mr. Ho Lu, the comptroller, who said:

Mr. Mimmack, I am not accustomed to speech-making, but I would commit a grave omission if I were to allow this occasion of making a presentation to you to pass off without saying a few words. Both myself and all the members of my staff, regard your approaching departure from Hongkong with much regret. During your stay in this office, you have always been kind, courteous and obliging to us all, and on many occasions you rendered us inestimable assistance. Let me assure you, Mr. Mimmack, that we feel appreciative of the good that you have done us, and we shall always hold your kind deeds in grateful memory. You will be leaving here to-morrow, and we desire you to carry with you all the good wishes of the foreign and Chinese staff. We shall miss you, but we have one consolation: that is, you will have a very good and able successor in the person of Mr. West, who has been in our midst for only a brief while, but it did not take us long to appreciate his sterling qualities and charming personality. When he succeeds your post, we will have not the slightest doubt that he will fill the bill as you have done, and there will be the same co-operative and harmonious spirit prevailing between the foreign and Chinese departments. In conclusion, we all hope Mr. Mimmack will have a pleasant voyage down to Singapore, with all success and prosperity, and his transfer will simply presage many rapid promotions to come. Mr. Mimmack, on behalf of all present, may I ask you to accept this small token of our gratitude and remembrance.

Mr. Mimmack suitably responded in a few words, thanking the members of the Chinese and foreign staffs for the lovely souvenir. Mr. Mimmack leaves for Singapore to-day on the P. and O. s.s. Kashgar.

BRITAIN AND PERSIA.

FACILITIES FOR IMPERIAL AIRWAYS SECURED.

Teheran, May 11. Simultaneously with the abolition of the capitulations the Anglo-Persian Tariff Autonomy Treaty was signed; based on the present Persian minimum tariff and providing for reciprocal most favoured-nation treatment. An exchange of Notes regulates inter alia the question of facilities for the Imperial Airways liners to fly over Persia with a view to extending the air service to India. The Persian Government states its intention to establish a government aerodrome and to negotiate with a company regarding the use thereof. The question of safeguards to be accorded to Britishers in Persia, in view of the abolition of the capitulations, was also regulated.—Reuter.

COUNTER-REVOLUTION

CHARGES AGAINST RUSSIANS AND GERMANS.

Moscow, May 11. Excerpts from the indictment against certain persons, Russians and Germans, have been published. They allege that the accused were connected with a counter-revolutionary organisation, with the former mine owners, with the Polish War Office and with French official institutions in Paris and with various German firms, and that they were members of an organisation which received money through French or Polish organs in Moscow, also from agents abroad.—Reuter.

A RECORD PRICE.

RAPHAEL'S "MADONNA" SOLD FOR \$875,000.

New York, May 11. The New York Times says that Sir Joseph Duveen purchased Raphael's "Madonna and Child" from Lady Desborough for \$875,000, or nearly \$8,750,000 more than the record sum paid for Gainsborough's "Blueboy." Sir Joseph Duveen is credited with the intention of leaving the picture in England for a time for the purpose of avoiding possible ill-feeling over its going to America, and eventually selling it at cost to the nation or any public institution in Britain.—Reuter.

BRITISH TRADE.

IMPORTS AND EXPORTS IN APRIL.

London, May 11. British imports for April amounted to £96,797,000 and exports to £65,268,000, reductions of £13,714,000 and £3,690,000 respectively as compared with March.—Reuter.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 8 a.m. (Sundays and 10.30 p.m. 10.30 p.m. only).
Sailings from Canton—Daily at 8 a.m. (Sundays and 4.30 p.m. 4.30 p.m. only).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

Macao Race Meeting

Special Excursions to Macao.
On SUNDAY, 13th May.

HONGKONG TO MACAO	MACAO TO HONGKONG
8.30 a.m. "SUI AN"	3.30 p.m. "SUI AN"
9.30 a.m. "TAISHAN"	5.30 p.m. "TAISHAN"

Notice:
S.S. "TAISHAN" will sail from and return to Hongkong wharf.
S.S. "SUI AN" will sail from and return to Wing Lok St. wharf.

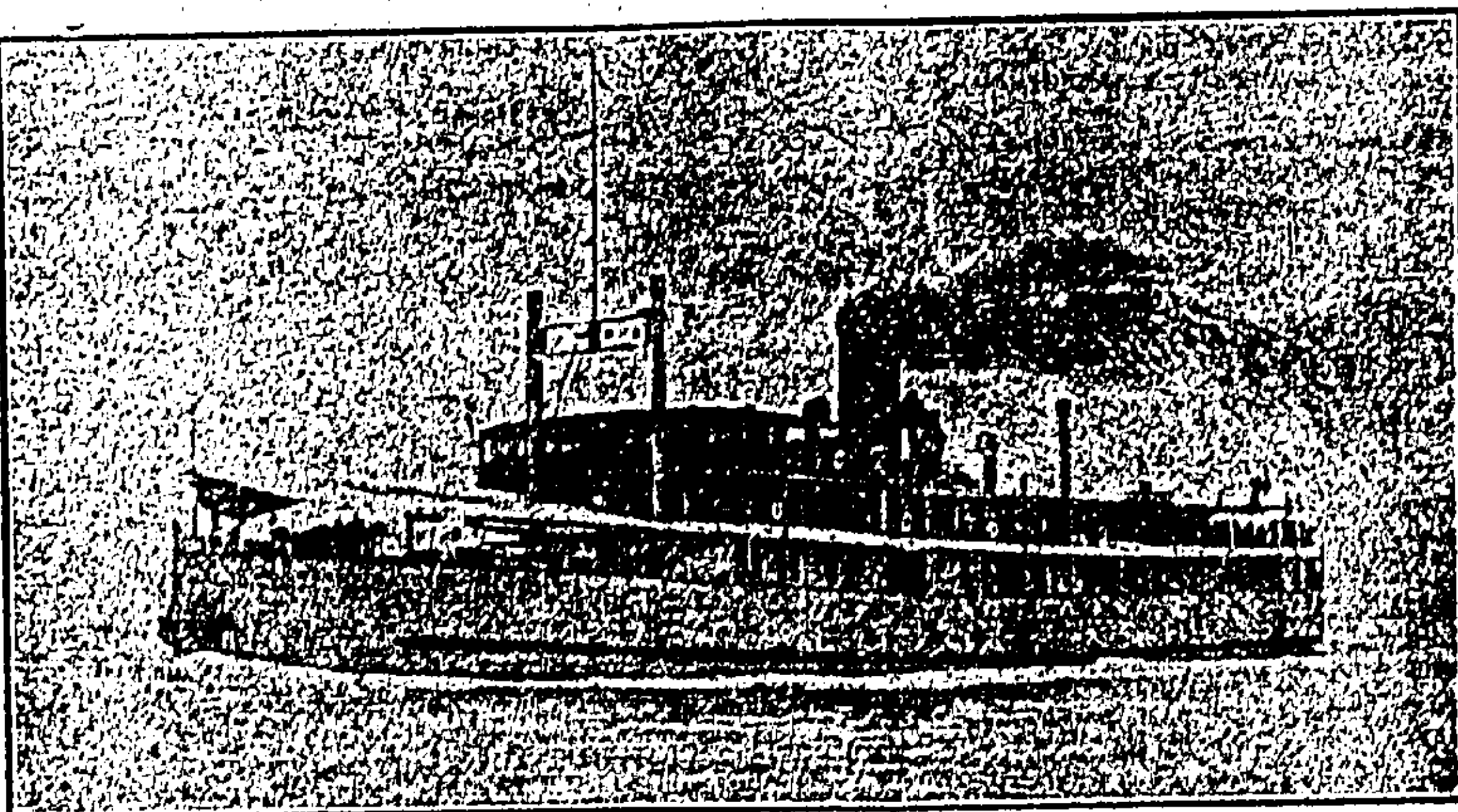
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used A1. A.B.C. Fifth Edition, Engineering, First and Second Edition.

Western Union and Watkins Benson's Marconi.

Dock owners Ship Builders, Marine & Land Engineers, Boiler Makers & Iron Brass Founder, Force Masters, Electricians.



T. S. S. "SIANG WO."

Passenger & Cargo River Steamer, built and engine at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd., for service on the Middle Yangtze Hankow-Tchang.

Please address enquiries to the Chief Manager: R. M. DYER, B. SO., M.L.N.A., [Kowloon Dock, Hongkong]

CONSIGNEES' NOTICES.

"ELLERMAN" LINE

From EUROPE, The Steamship.

"CITY OF NEWCASTLE" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous &/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained. No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 17th May, 1928 will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before 24th May, 1928 or they will not be recognized. All broken, chafed & Damaged Goods are to be left in the Godown, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LIMITED, General Agents, Hongkong, 11th May, 1928.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.
The Steamship, D'ARTAGNAN
Bringing Cargo from MARSEILLES, &c., also cargo from LA PALlice, COGNAC &c., ex s.s. "Commandant Magas" and cargo from HAVRE ex s.s. "Pythens".
Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. All claims must be sent in to me on or before the Friday, the 18th May, 1928, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyor Messrs. Godard & Douglas in the presence of the Consignees at 10.00 a.m. on Tuesday, the 15th May, 1928. No Fire Insurance will be effected by us in any case whatever. L. LESDOS, Agent, Hongkong, 24th April, 1928.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
KASGAR	9,005	12 May noon.	M'ses, L'don, A'werp & Hull
LAHORE	5,252	19th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
KIDDERPORE	5,334	22nd May.	Straits, O'ho B'bay, & Karachi
MALWA	10,986	26th May.	Bombay, Marseilles & London
ALIPORE	5,273	31st May.	Straits, Colombo & Bombay
JEPPORE	5,318	2nd June.	Marseilles & London
DELTA	8,097	8th June.	B'bay, M'ses, L'don & A'werp
MINZAPORE	6,715	19th June.	Straits & Bombay
RANPURA	16,601	23rd June.	Bombay, Marseilles & London
NOVARA	6,989	30th June.	Marseilles, London, A'werp, Hull, Rotterdam & Hamburg
KHYBER	9,114	7th July.	M'ses, L'don, A'werp & Hull
RAWALPINDI	16,619	21st July.	Bombay, Marseilles & London
NANKIN	7,058	28th July.	Marseilles, London, A'werp, Rotterdam & Hamburg

Cargo only.
Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

HATIPARA	7,764	18th May.	S'pore, Penang & Calcutta
TALMA	10,000	26th May.	S'pore, Penang & Calcutta

Cargo only.
B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	1st June.	Manila, Sandakan, Thurs.
ST. ALBANS	4,300	29th June.	Island, Townsville, B'hane Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hiofo, Obo, Kulambangan, Tawao, Timor, Darwin, or other ports en-route as inducement offers. Frequent connections from Australia with the following:—
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

NOVARA	6,989	12 May. 5 p.m.	S'hai, Moji, Kobe & Yoko
DEVANHA	8,155	18th May.	S'hai, Kobe Osaka & Yoko
MIRZAPORE	6,715	21st May.	Shanghai, Moji & Kobe
SANTHIA	7,754	23rd May.	Amoy, Moji, Kobe & Osaka
RANPURA	10,601	25th May.	S'hai, Kobe & Yoko
TILAWA	10,006	2nd June.	Amoy, S'hai, Moji, Kobe & Osaka
NANKIN	7,058	5th June.	S'hai, Moji, Kobe & Yoko
TAKADA	8,948	7th June.	Amoy, Moji, Kobe & Yoko
ST. ALBANS	4,300	5th June.	Moji, Kobe, Osaka & Yoko
KHYBER	9,114	8th June.	S'hai, Moji, Kobe & Yoko
THAMBA	8,018	17th June.	Amoy, Moji, Kobe & Osaka
RAWALPINDI	16,619	22nd June.	S'hai, Kobe & Yoko

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., P. & O. Bldg., Connaught Rd., C. Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD. AND)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "ADRASTUS"	via Suez Canal	4th June.
S.S. "CITY OF NEWCASTLE"	via Suez Canal	15th June.
S.S. "HELENUS"	via Suez Canal	29th June.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUN HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
TAIPING	In Port	18th May
CHANGTE	8th June	15th June
TAIPING	10th July	17th July
CHANGTE	7th August	17th August

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36 Agents.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

Tea Dances:

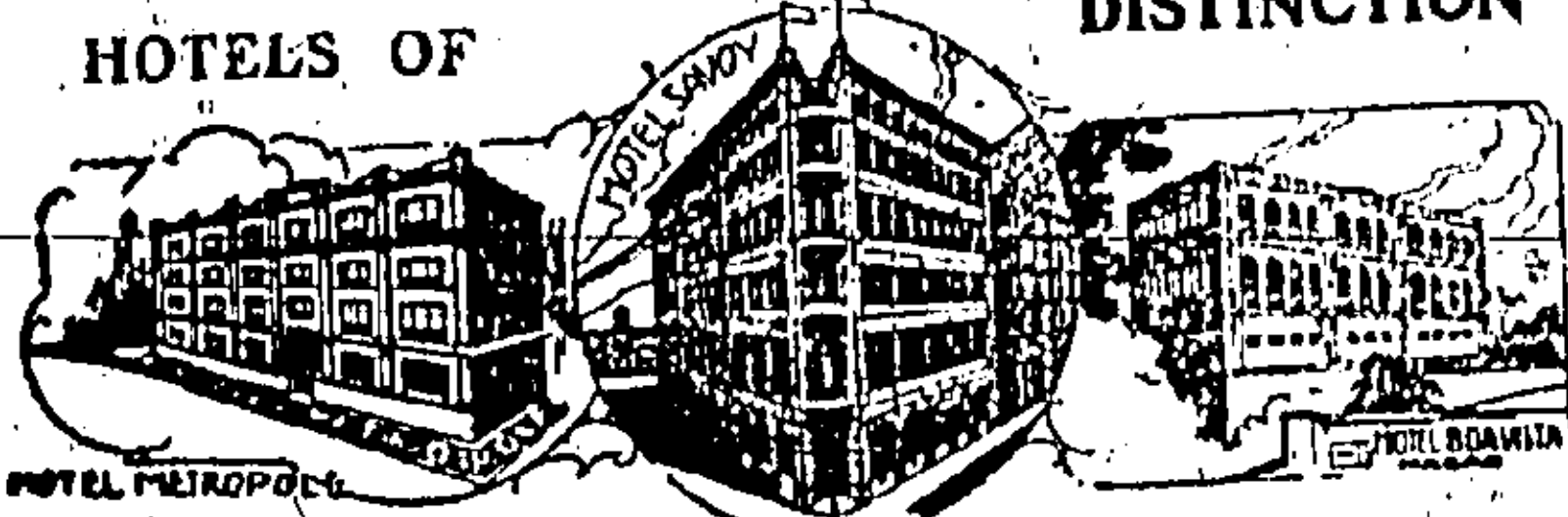
Monday, Wednesday and Friday, from 5 to 7 p.m.

Hotel launch meets all steamers.

425 for thirty Tiffin Tickets can be had at the Office of the above
Hotel.) Telephone C. 378
Tel. Add:—"Victoria." J. H. WITCHELL,
Manager.

HOTELS OF

DISTINCTION



METROPOLE-SAVOY-BOA VISTA

The Kowloon Hotel
Kowloon.

The Premier Hotel in Kowloon with all modern conveniences.
High Class Cuisine and Table Appointments. Wonderful view of the
Harbour and Peak, and five minutes from the Ferry, Wharves and
Railway Station. Representative meets all steamers.

Daily Rates from \$ 6.00.

Monthly Rates from \$130.00.

Under the Personal Supervision and attention of

MR. & MRS. H. J. WHITE.

Cables. "Kowhotel" Kowloon.

Tel. No. K.608 & K.609.

PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fan throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—"EUROPE
Singapore."

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

THE HOTEL RIVIERA

MACAO

Cable Address:—"RIVIERA, MACAO"

EMBODYING THE
LUXURIES OF MODERN HOTEL
CONSTRUCTION

THE FINAL EXPRESSION
OF COMFORT AND
SERVICE

Printed and Published for the Proprietors by ALFRED MORLEY,
at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

DISTRAINING FOR
RENT.THE LOCAL LAW TO BE
AMENDED.

FIRMS LIABLE.

The Gazette contains the draft
of an Ordinance to amend the Dis-
tress for Rent Ordinance, 1883.

The Objects and Reasons state:
—The power of seizure given by
the Distress for Rent Ordinance,
1883, is a power to seize movable
property found in the apparent
possession of the "person" from
whom the rent is claimed. The
term "person" does not include a
firm, and it is therefore not pos-
sible to issue a distress warrant
against a firm in the firm name.

This is inconvenient because
premises are often let to firms and
the landlords frequently do not
know the names of the partners.
Section 2 of this Ordinance there-
fore amends section 15 of the
principal Ordinance so as to enable
a distress warrant to be issued to
seize the goods of a firm.

Section 24 of the New Terri-
tories Regulation Ordinance, 1910,
provides that except by way of
appeal no proceeding relating to
land in the New Territories shall
be commenced in the Supreme
Court unless the Land Officer shall
certify that the capital value of
the land affected exceeds \$5,000 or
that the annual value thereof
exceeds \$500. There is one excep-
tion to this provision, i.e., when
the land in question has been
exempted from the Ordinance
under section 13 (2).

It would appear that the issue
of a distress warrant is a pro-
ceeding relating to land, within the
meaning of the above Ordinance,
and that the issue of a distress
warrant is a proceeding in the
Supreme Court. It would there-
fore appear to be impossible to
issue a distress warrant for any
part of New Territories except in
cases falling under 13 (2), or
under the exceptions in section 24
of the New Territories Regulation
Ordinance.

This is inconvenient in the case
of New Kowloon, where in many
cases the conditions are more
similar to those of the old Colony
than to those of the New Terri-
tories. Accordingly, section 4 of
this Ordinance provides that the
provisions of the Distress for Rent
Ordinance, 1883, shall extend to
New Kowloon.

THEFT FROM SILK
STORE.CHINESE WOMAN FINED
THIS MORNING.

Appearing to-day in the Court
with two children on a charge of
stealing a roll of silk from the Po-
pular Silk Store, in Pedder Street,
a Chinese woman argued that if she
had intended to steal, she would not
have taken the children along with
her.

Evidence was given that while the
attention of a sales girl was drawn
elsewhere yesterday afternoon, the
woman profited from the opportu-
nity to take a roll of silk from the
counter. She was arrested while
going out of the shop.

The Magistrate (Major C. Wil-
son) inflicted a fine of \$10, with
the alternative of 14 days' im-
prisonment.

MISSING MARINES
FOUND.ALLEGED DESERTION FROM
SHIP.

The three marines of H. M. S.
Berwick, who were reported to have
deserted their ship, were yesterday
arrested on the coastal steamer Tai-
ping, and turned over to a military
escort.

According to a police report, the
names of the alleged deserters are
T. Clark, F. Moxon and R. Brown.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:
1. The Hon. Lord Chancellor, Sir Douglas
Hogg, 2. Henslow Palace, belonging to the
Duke of Marlborough, of which the main
building covers three acres, 3. 2 1/2 lbs. 2d.
per head, a total of \$238,800,000. 4. Tehran
is installing a service of motor-ambulances. 5.
A reservoir 400 miles square and ten feet deep.
6. Dr. F. B. Meyer. 7. New bridge over the
River Benue, nearly half a mile long. 8. Act
of 1915, which prohibits matches on Sunday
between teams of rival parishes. 9. At Kir-
kby Priory, Yorkshire. 10. In the Kabyle
mountains. 11. 100,000. 12. Ceylon
clover, cecum sanctorum, whose odour attracts
insects, and finally kills these insects.

The Bishop of Chelmsford, Dr.
Warman, is to receive a deputation
of parishioners of Gallewood,
near Chelmsford, Essex, with re-
gard to complaints against their
vicar, the Rev. F. A. Roughton,
who, after a recent vestry meeting,
was pelted with soot.

HIS EXCELLENCY THE GOVERNOR.



A new photograph of His Excellency the Governor of
Hongkong (Sir Cecil Clementi, K.C.M.G.), taken just prior
to his departure for Home on leave. (Photo: Ming Yuen).

JAPANESE QUELL
RESISTANCE.

(Continued from Page 1.)

Hankow, May 11.
The city is quiet but there is
considerable movement of troops.
—Naval Wireless.

General Dismissed.
A Chinese telegram from Tainan
states that Marshal Chiang Kai-
shek has ordered the dismissal from
the post of the Commander of the
3rd Army Corps, and of the 40th
Nationalist Army, of General Ho
Yao-tsao. The post will be given
to General Fang Ting-ying, who
until recently was the commander
of the Canton troops on the
Kwangtung-Hunan border.

Anti-Japanese Boycott.
The Hupeh Chinese General
Chamber of Commerce has tele-
graphed to the Shanghai Chinese
Chamber announcing that anti-
Japanese societies in Wuchang,
Hanyang, Shasi, Ichang and
several other cities in Hupeh have
inaugurated a boycott prohibiting
the sale of Japanese goods.

Chang Tso-lin Retires.
Shanghai, May 11.
Consequent upon the Tsinanfu
Sino-Japanese clash Marshal
Chang Tso-lin has definitely re-
solved to resign his post as Chief
Executive of the Peking Govern-
ment, according to messages from
Chinese sources.

On Thursday afternoon, Gen-
erals Yang Yu-ting and Chang
Hsueh-liang left for Shihohia-
chwang to prepare the retreat of
the Fengtien troops; in fact, a late
telegram states that the North-
erners have already abandoned
Shihohiachwang.

The main body of the Nation-
alists are nearing Tschow, whilst
Marshal Feng Yu-hsiang reported
to Tainan that one detachment of
his Kuominchun is also approach-
ing Tschow.

HAGEN WINS OPEN
GOLF TITLE.

(Continued from Page 1.)

Jurado played the shot perfectly
from where it lay, finding the
green and getting his four. His
principal calamity was on the last
green, however. In a good putt
for a four, the ball hit the hole
and slipped by. Jurado missed a
yard put back, and was forced to
take six.

Hagen's Superb Play.

Hagen took five at the first hole
going out for the third round, but
nothing more brilliant than his
next eight holes were seen during
the championship. He went out
in 33, and came back in 39.
Hagen's lapse in the homeward
run was due to the fact that some
of his recoveries were not so good
as previously. He was playing
exceedingly well, however.

Sarazen, who also took advan-
tage of Jurado's lapse, took six at
the first hole, through failure on
the green, where he needed three
putts. From that point onward,
however, he played a remarkably
steady game, finishing with an
"eagle" three at the Home hole.

Compston's 7 Hole.

Compston began with a "birdie"
three, but was badly bunkered at
the second, and then took three
putts, the hole costing him seven,
but he had "birdies" at the third
and the fifth holes, was bunkered
at the sixth, where he needed five
strokes, but nevertheless went out
in 36, finishing exceedingly well.

"Abe" Mitchell had a chapter
of disasters. He was in wretched
form, particularly in the morning
round, when his approaches were
poor, and he missed tiny putts.
He took 82 in the morning, but did
better in the afternoon with a 76.

George Duncan failed badly al-
so. A 78 in the morning destroyed
his chances of challenging the
leaders, but he disappointed his
followers to a great extent in the
afternoon when he could not better
80.—Reuter.

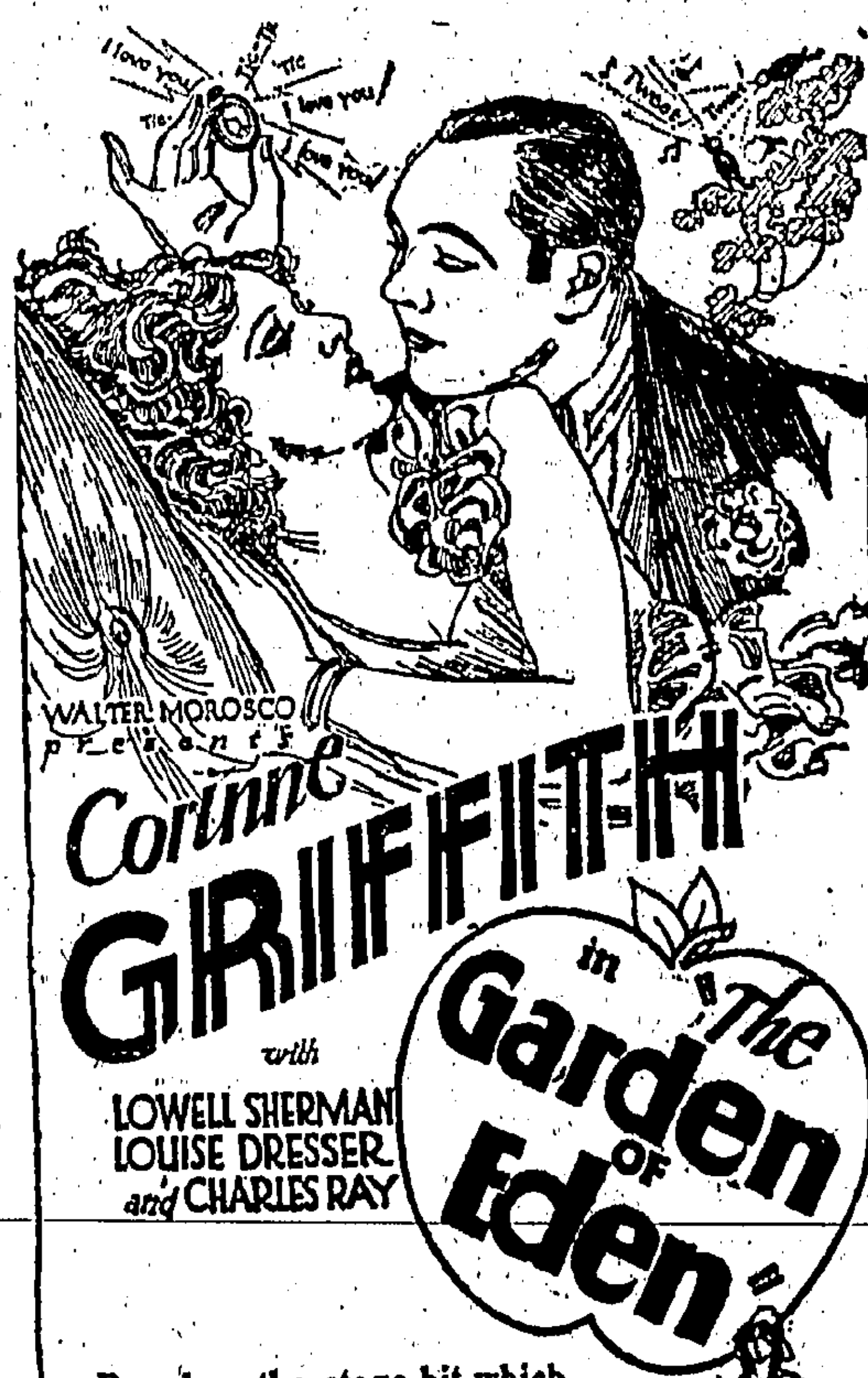
The Detailed Scores.

The final scores of the leading players are as follows:

	1st.	2nd.	3rd.	4th.	Total.
W. Hagen (U.S.A.)	75	73	72	72	292
G. Sarazen (U.S.A.)	72	76	73	73	294
Archie Compston	75	74	73	73	295
Fred Robson	79	73	73	73	298
Allisa (Germany)	75	76	75	72	298
Jurado (Argentine)	74	71	76	80	301
J. Barnes (U.S.A.)	81	73	76	71	301
Aubrey Boomer (France)	77	75	77	77	301
W. Melhorn (U.S.A.)	71	78	76	77	302
W. Davies	78	74	79	73	304
Taggart	76	74	77	78	305
A. Whiting	77	77	76	75	305
Jack Smith	79	77	76	74	306
Perkins	77	77	76	76	306
W. T. Twine	77	77	76	76	307
Stewart Burns	76	74	75	84	309
Major C. O. Hezlet	70	76	78	76	309
Evans (Rye)	77	76	78	76	309
George Duncan	75	77	78	80	310
T. H. Cotton	77	76	78	79	310
McCulloch	78	78	78	76	310
"Abe" Mitchell	78	75	82	76	311
Tom Williamson	77	73	77	84	311
E. Ray	77	78	80	79	314
Stewart (Australia)	79	75	82	79	315
T. Torrance	79	74	81	81	315
James Braid	80	79	81	—	—

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A GAY comedy of modern Buda-Pesth
and Monte Carlo with some beautiful
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Based on the stage hit which
was the rage of London,
Paris, Berlin and New York,
and produced by the man
who made "Two Arabian
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At 2.30, 5.10, 7.15 and 9.20.

WAR IN THE AIR!—

A TREMENDOUS drama of fighting planes
and fearless men above the battle front!—



A dozen thrills ending in a fearful, desperate
battle (thousands of feet up between entire
squadrons of battle planes!)

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TO-DAY
Orchestra 5.15 and 9.20. Interpreter 2.30 and 7.15.

THE THRILLS and glamour of the world's gayest
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Starring

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Based on the
popular story
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The diverting adventures of a bashful bridegroom
torn away from his bride to face the perils of Paris
with a jovial, reckless friend.

AT THE STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.